



NJPH

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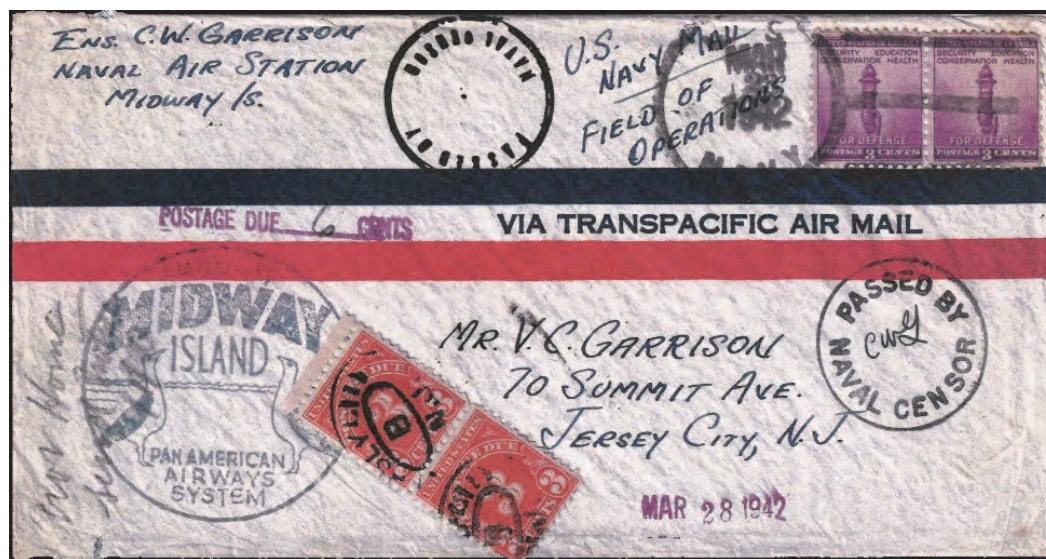
Vol. 50

No. 1

Whole Number 225

Feb 2022

From Midway to New Jersey in 1942



Civilian contractors at work in the Pacific before and during the early days of World War II ~ See story on page 3

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OFFICERS

President: Robert G. Rose, 18 Balbrook Drive, Mendham, NJ 07945 President@NJPostalHistory.org
VP & Ed. Emeritus: E. E. Fricks, 25 Murray Way, Blackwood, NJ 08012 VicePresident@NJPostalHistory.org
Treasurer: Andrew Kupersmit, 143 Woodbridge Ave., Metuchen, NJ 08840 Treasurer@NJPostalHistory.org
Secretary: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 Secretary@NJPostalHistory.org
Webmaster: webmaster@NJPostalHistory.org
Co-Editors /*NJPH*: Jean R. Walton, NJPostalHistory@aol.com & Robert G. Rose, robertrose25@comcast.net

DUES REMINDER!

If your dues remain unpaid, you will find an enclosed reminder for dues payment for 2022. PLEASE NOTE: **If paying by mail, checks should now be directed to Treasurer Andy Kupersmit** (see address above), still made out to NJPHS. Dues are still \$15 a year, and again this year you have the option of paying your dues online by Paypal with no extra fee, by going to www.NJPostalHistory.org, our web site, where you will find a [Link to Pay Dues](#) at lower left on the home page.

PRESIDENT’S MESSAGE

With this issue, the New Jersey Postal History Society celebrates its 50th Anniversary. In 1973, the Society was founded by a group of collectors with an abiding interest in writing about this state’s postal history. The late Frank Engle was elected as acting chairman and Gene Fricks was asked to assume the editorship of its proposed journal. I am happy to report that 50 years later, Gene is our vice-president and editor emeritus. He remains an active collector and a regular contributor to this journal.

NJPH reaches whole number 225 with this issue. For the last 20 years, Jean Walton as both editor and contributor, has been responsible for the content and quality of this journal. In competition with national journals at APS Stamp Shows and now the Great American Stamp Show, it has been a consistent Large Gold award winner thanks to Jean’s time, effort and commitment to excellence. Again, kudos to you Jean.

Jim Walker, a regular to these pages, takes us back to the days of the Pan American Clipper and its trans-Pacific routes to both Wake and Midway Islands. Mail from civilian contractors on those islands on the eve of WWII to family in New Jersey, and from military officers after the start of the war are illustrated. A reprise of Gene Fricks’ Howell Works article from 1993 looks back at the postal history of that community, which was an important source of bog iron before the Civil War, and later became Allaire, with much new information from Hance Sitkus. I have contributed another in my series “On the Auction Scene,” addressing the sale of three classic covers. Jean Walton and Martin Kane, President of the Lake Hopatcong Historical Museum, have combined to create an article which detail the postal history of New Jersey’s largest lake. Ed and Jean Siskin address the puzzles for philatelists created by a changeover from Julian to Gregorian calendars. Don Chafetz, a regular in these pages, brings us a story about an 1847 stampless letter from Massachusetts to Whippany, New Jersey, as well as covers used from Whippany.

A number of you who have not yet submitted your dues for 2022 will find a reminder notice with this journal or an email notice to our electronic members. We don’t want to lose any of you! In addition, please consider a tax-deductible donation. I thank you for your continued support.

ROBERT G. ROSE

WAKE AND MIDWAY ISLANDS – 1940-1942: Some Postal History and New Jersey Connections

By Jim Walker

Juan Trip, president of Pan American Airlines had long dreamed of a trans-Pacific service to the far east. By 1935 Pan Am service reached as far as Manila, and by the spring of 1937 to Hong Kong. The accompanying map (*Figure 1*) shows the routes of the Pan Am Clippers flying regular schedules to China and New Zealand by 1940, with refueling and rest stops at mid-Pacific islands, where small but surprisingly luxurious accommodations awaited those fortunate enough to fly the Pan Am orient route.

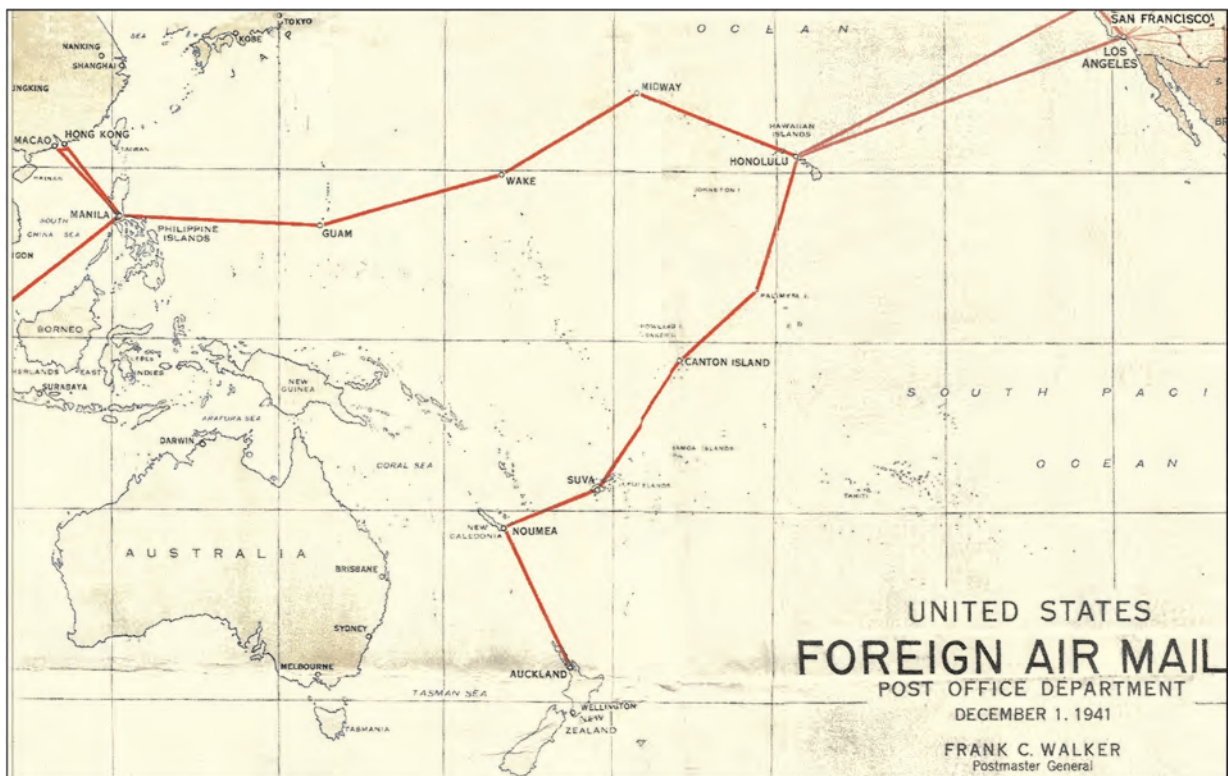


Fig. 1: This Post Office Department map of 1941 shows the two Pacific Foreign Air Mail routes: FAM #14, est. Nov. 22, 1935, San Francisco to Manila, Philippines Islands and its extension to Macao and Hong Kong, China of April 21, 1937. Also shown is the extension from Manila to Singapore, Malaya, May 2, 1941. FAM #19, also illustrated here, from San Francisco and Los Angeles to Auckland, New Zealand was established July 12, 1940, with the addition of Suva, Fiji to this route on November 5, 1941.

The U.S. Navy also had plans for these remote islands. Contracts were signed with construction companies to build and harden defensive positions, and to create barracks, and storage facilities. This article is a look at some of the postal history generated by a few men who worked on these Islands before and at the start of World War II.

One of the men to sign up for this work was Arthur Eidsoren. His draft card (*Figure 2*) shows he was born in Norway, and living in Stanton, Hunterdon County, New Jersey, 35 years old in 1940 and a carpenter by trade.

WAKE & MIDWAY ISLANDS – 1940-1942: Postal History & Jersey Connections ~ Jim Walker

DRAFT CARD
 SERIAL NUMBER: 607 Arthur Connalius Eidsoren
 ORDER NUMBER: 1063
 ADDRESS (Street): Stanton
 CITY AND COUNTY: Hunterdon N.J.
 MARITAL STATUS: None
 AGE IN YEARS: 38
 DATE OF BIRTH: July 13, 1905
 PLACE OF BIRTH: Cristianstund Norway
 CITIZENSHIP: U.S.A.
 NAME OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS: Mrs. Beatrice Elaine Eidsoren Wife
 ADDRESS OF THAT PERSON: Stanton Hunt. N.J.
 EMPLOYER'S NAME: Self
 PLACE OF EMPLOYMENT OR BUSINESS: Stanton Hunt N.J.
 REGISTERATION CARD: Arthur C Eidsoren

REGISTRAR'S REPORT
 DESCRIPTION OF REGISTRANT
 AGE: 34
 HEIGHT (Approx.): 5 ft. 10 in.
 WEIGHT (Approx.): 165
 COMPLEXION: Fair
 EYES: Blue
 HAIR: Brown
 PHYSICAL CHARACTERISTICS: tattoo marks on both arms
 REGISTERED AT: Clinton Twp South Hunt. N.J.
 DATE OF REGISTRATION: Oct 16, 1940
 LOCAL BOARD No. 1 For Hunterdon County Borough Hall High Bridge, N. J.

Fig. 2: Draft card Oct. 16, 1940 for Arthur C. Eidsoren, of Stanton, Hunterdon County, New Jersey.

Eidsoren's name next appears on the passenger manifest of U.S.S. *William Ward Burrows*, a Navy transport ship (AP6) sailing from Honolulu to Wake Island December 26, 1940. A second passenger manifest for the same ship shows Eidsoren on the return trip from Wake Island to Pearl Harbor on October 14, 1941.

LIST OF NONENLISTED PASSENGERS OF U. S. S. WILLIAM WADE BURROWS
 at date of sailing from Honolulu, T. H. for Wake Island
 Date: December 26, 1940

1. NAMES	2. RANK, TITLE, ETC.	3. DESTINATION
BUTZING, H. W.	Lieut. USN	Wake Island, T.H.
WALTERS, N.G.	Contractor	do
DUNCAN, H.	do	do
EDSOREN, A.	do	do

LIST OF NONENLISTED PASSENGERS OF U. S. S. WILLIAM WARD BURROWS
 at date of sailing from Wake Island for Pearl Harbor, T. H.
 Date: October 14, 1941

1. NAMES	2. RANK, TITLE, ETC.	3. DESTINATION
Lewis A. MOHN	Major, U.S.M.C.	Pearl Harbor, T. H.
ROBERT, Wilburn E.	Tech. Sgt., U.S.M.C.	do
BURN, B.C.	Contractor	do
DAVIDSON, F.C.	do	do
EDSOREN, A.C.	do	do
FESLER, M.W.	do	do

Fig. 3 and 4: Nonenlisted passenger lists showing Eidsoren (misspelled Edsoren) aboard the USS William Wade Burrows Dec. 26, 1940 to Wake Island and Oct. 16, 1941 return to Pearl Harbor.

Most of the contract workers on Wake and Midway Islands returned to Hawaii on leave after a six-month stint.

The Morrison-Knudsen Company records show Navy Contract NOy-5449, dated August 11, 1942, which lists Eidsoren as a building supervisor, with 8 foremen and a total crew of 75 workers.

The article in *Figure 5* appeared in a local newspaper (possibly the Hunterdon County Democrat) about a copy of “The Wake Wig Wag” dated July 15, 1941, a local daily newsletter produced by and for the workers on Wake Island, and sent home by Eidsoren (*Figure 6*). That issue has a history and a map of the islands.

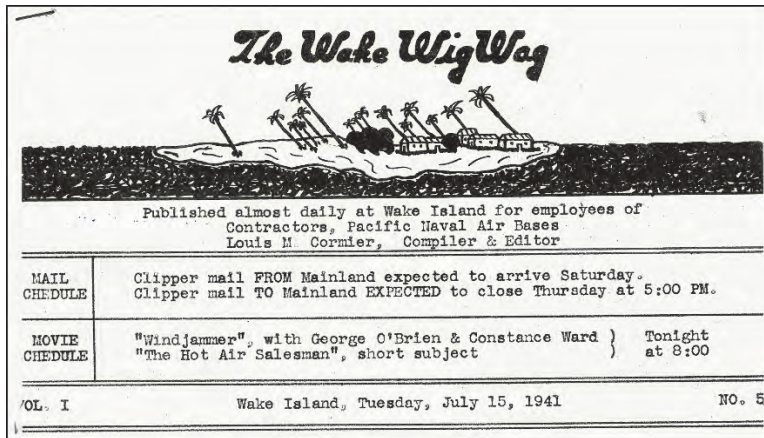


Fig. 6: Masthead of the Wake Wig Wag for July 15, 1941.

Space does not allow us to include the full document here, but for those interested in reading the description of construction on Wake Island, we have made it available online: See <https://www.njpostalhistory.org/media/journal/225-2022FebFA-Supplement.pdf>. The map is shown in *Figure 7*, and some excerpts are below.

* * *

One of the most interesting and unique publications we have seen is “The Wake Wig Wag,” published on Wake Island, the new Pacific Naval Air Base.

The “Wig Wag” was sent by Arthur Eidsoren, of Stanton, who is stationed on the little dot in the Pacific which Uncle Sam is working feverishly to turn into a base for naval aircraft.

The “Wig Wag” is printed on a duplicating machine and contains 11 pages of closely typewritten material of a kind that the men there would like to send home to their wives, relatives and sweethearts.

Wake Island, it seems, is not one island but three. There is Wake Island proper, Peale Island and Wilkes Island. The three form a perfect letter “V”—which today has extra significance.

The Pan American Clippers arrive from either direction each evening, passengers spend the night in a hotel, and the next morning they depart. This activity affords one of the chief pastimes of several hundred men who are working on government contracts there. No doubt George Bushfield, who is now on the way home from a Clipper trip across the Pacific, will have some things to report about his visit on Wake Island. We hope he had an opportunity to drop in and see his

Fig. 5: Clipping from a local NJ newspaper regarding Eidsoren.

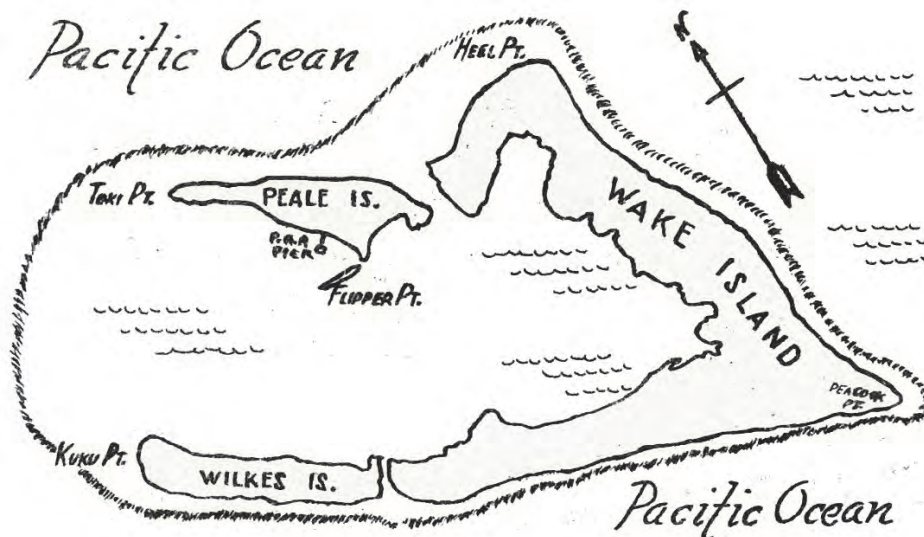


Fig. 7: Wake Island, showing the three islands that make up that atoll. As explained in the *Wig Wag*, the only suitable place for an airfield was on Peale Island – which had a higher elevation and firmer underlying substrate.

Wake Island, as explained in the Wig Wag and shown above, actually “comprises three islands, Wake, Wilkes, and Peale – in a V shaped formation surrounded by a coral reef and enclosing an emerald green lagoon...one of the most beautiful to be found in the wide Pacific.”

This letter, also included in the Wig Wag, describes the project and its progress in July 1941, as the U.S. attempted to secure and harden its bases in the Pacific:

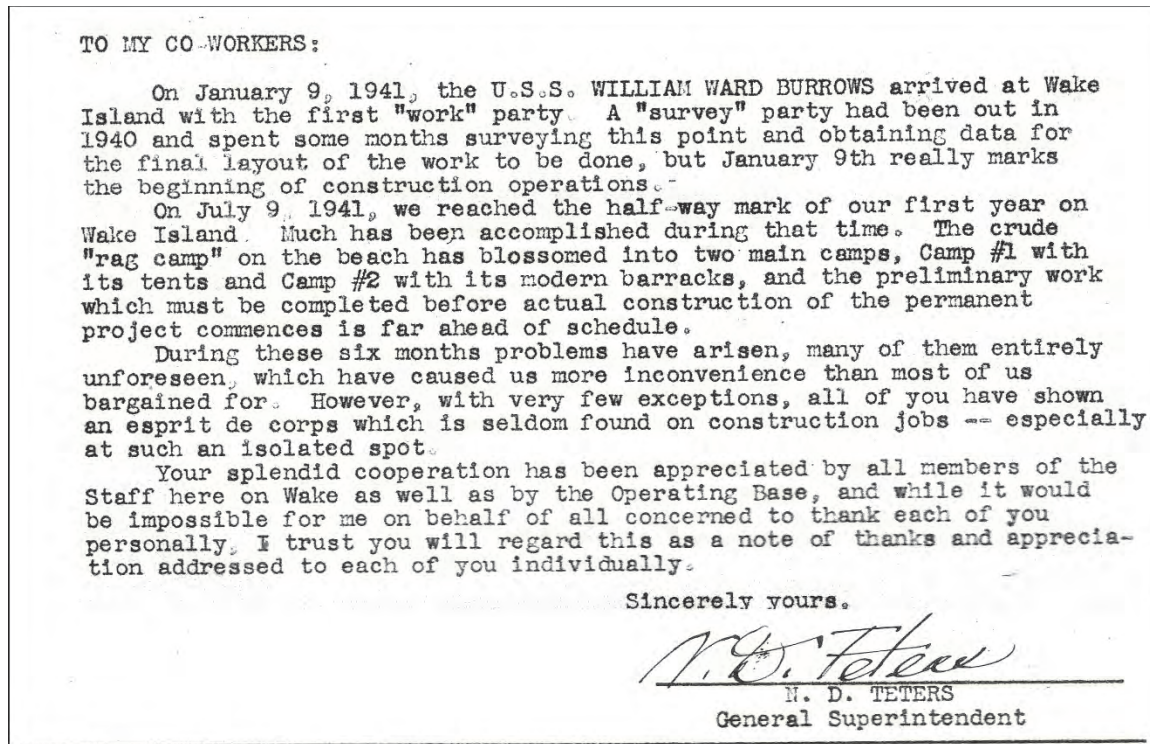


Fig. 8: Letter from General Superintendent of the Wake Island Project, describing progress to June 15, 1941.

The fact that Pan American already had a location there was instrumental for the Navy, using civilian contractors, to establish a much larger base. That airfield was on Peale Island.

Civilian construction companies were used by the U. S. Navy for all construction projects at this time. The Navy had no construction battalions before the outbreak of hostilities. A formal request was made on December 28, 1941 and the Navy Seabees were authorized on March 5, 1942. This was necessary because civilians captured in a war zone were not treated as POWs by the Japanese.

The last item from Eidsoren (*Figure 9*) is an unmailed cacheted envelope addressed to his wife in Stanton, New Jersey with his return address on the flap as “Wake Island Pacific Ocean.”

The second cover (*Figure 13*) was also at the ten-cent rate. Posted Sept. 29, 1940 to Van de Water's uncle Frank Thompson in Honolulu, it carries both Pan Am cachets in red. These covers are not backstamped. The return address on back of both carries the contract # y-3550 Midway Islands North Pacific Ocean.

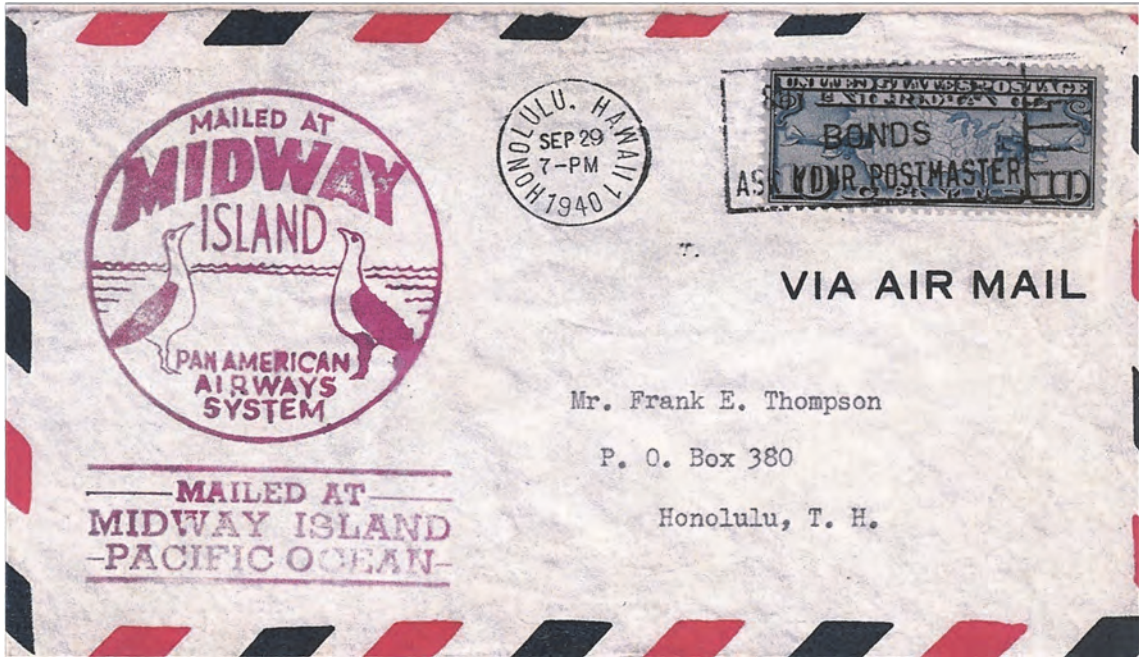


Fig. 13: Mailed Sept. 29, 1940 to Honolulu by special 10¢ rate, to Van de Water's uncle. Red cachet.

As contractors worked to finish their tasks, the islands were being staffed up with Naval and Marine personnel. The envelope in *Figure 14* was supplied by the Army & Navy YMCA at Pearl Harbor, and posted July 14, 1941 at the three cent first class rate to California. It is canceled FIRST DEFENSE BATTALION MARINE FLEET FORCE. This unit would arrive on Wake Island on August 19, 1941 and be there until the island was overrun by the Japanese on December 23rd.



Fig. 14: Cover sent July 14, 1941, with FIRST DEFENSE BATTALION MARINE FLEET FORCE cancel.

The cover in *Figure 15* was posted August 1, 1941, and marks the commissioning of the Naval Air Base on Midway Island. It was sent to Newark, N. J. from a member of the 3rd Defense Battalion Marine Fleet Force. This unit arrived on Midway Island on September 29, 1940 and would stay until June 1, 1942.



Fig. 15: Naval Air Base, Midway Island commissioning cover, dated August 1, 1941. Sent by a member of the 3rd Defense Battalion Marine Fleet Force, with their cancel.

The Battle of Midway took place in the waters around this island from June 4th – June 7th, 1942. The results were the loss for the Japanese of four main aircraft carriers and hundreds of experienced pilots and air crews. The most serious loss on the American side was the sinking of the carrier *U.S.S. Yorktown*. The U.S. Navy assumed the offensive for the rest of the war.

The covers below (*Figures 16 & 17*) are fine examples of letters caught in the mail stream at the outbreak of the war. Both covers are rubber stamped with “service suspended” markings. The first was mailed from Princeton, New Jersey on December 6, the day before Pearl Harbor – a mourning cover sent to Hong Kong, underpaid. It was received back in Princeton on March 16, 1942.



Fig. 16: A letter sent Dec. 6, 1941 to Dr. and Mrs. H. Lechmere Clift, missionaries in China, which was caught in the suspension of mail services after December 7. Received back March 16, 1942.

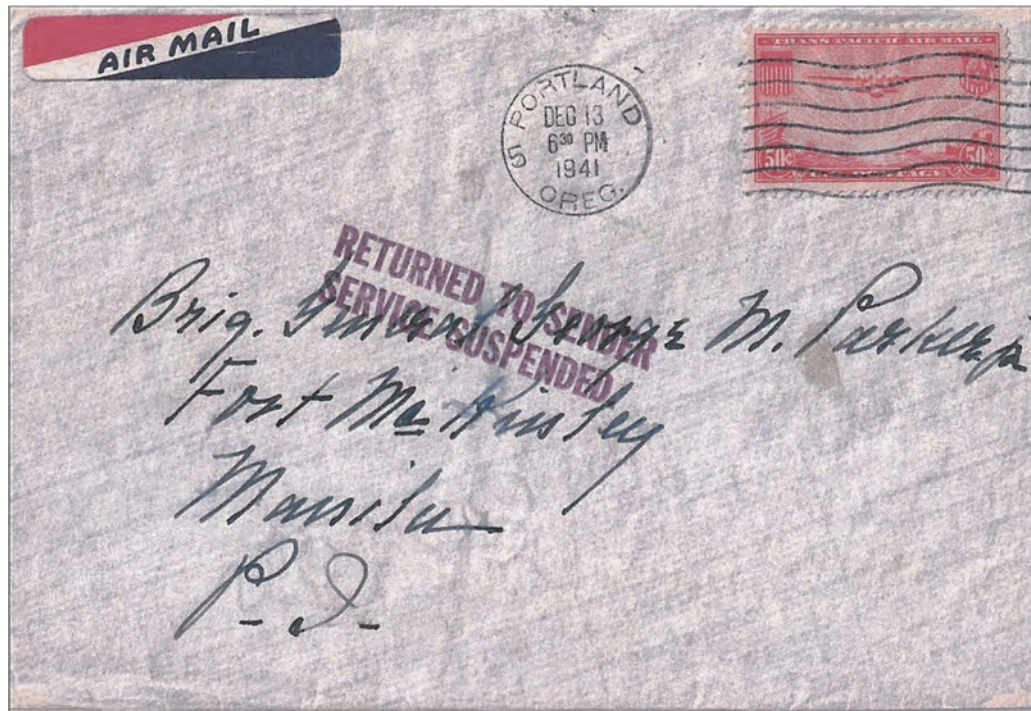


Fig. 17: C22 paying the Clipper rate to Manila, P.I. from Portland, Oregon Dec. 13, 1941, with Returned to Sender / Service Suspended." General Parker commanded the 11 Philippines Corp Eastern Sector during the Battle of Bataan, Dec. 12, 1941-April 9, 1942.

WAKE & MIDWAY ISLANDS – 1940-1942: Postal History & Jersey Connections ~ Jim Walker

Carman William Garrison is the last member of this group, whose papers and postal history follow, was, like Eidsoren, from New Jersey. According to his draft card dated October 16, 1940, (Figure 18) Garrison was born and raised in Newark, N.J. A member of the Naval Reserve with the rank of Ensign as of June 1941, he attended college studying civil engineering. His name appears on the passenger list of the *U.S.S. Portland* (Figure 19) sailing from Long Beach, Ca. for Pearl Harbor on August 17, 1941. He is listed as an officer with the Civilian Engineering Corps.

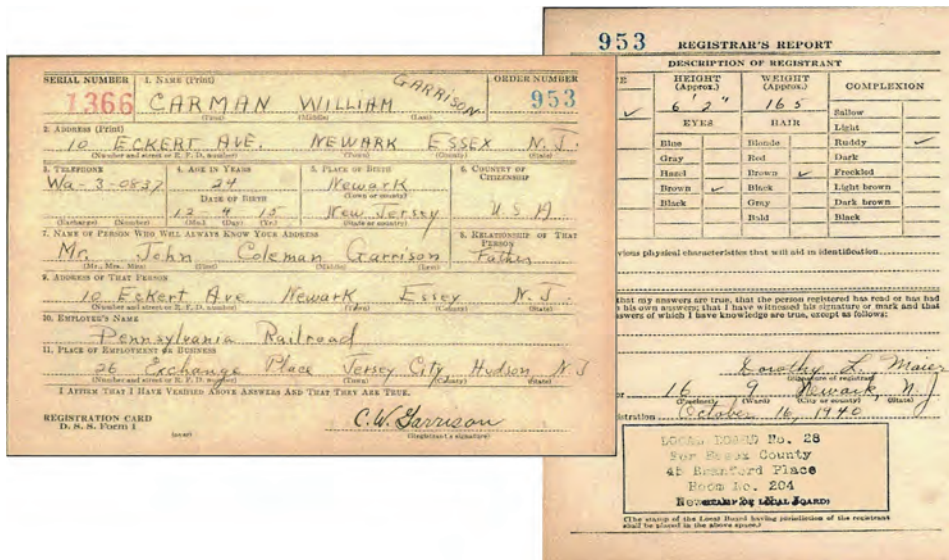


Fig. 18: Draft card for Carman William Garrison, Oct. 10, 1940, when he was 24 years old. He indicates his employer at the Pennsylvania Railroad.

LIST OF NONENLISTED PASSENGERS OF U. S. S. PORTLAND		
at date of sailing from Long Beach, California, for Pearl Harbor, T.H.		
Date August 17, 1941.		
1 NAMES	2 RANK, TITLE, ETC.	3 DESTINATION
BOURQUARD, Everett H.	Ens. CIC-V(S) USNR	Fourteenth Naval District.
FARRAR, Robert L.	Ens. D-V(C) USNR	COMSUBRON TWO
FLEISHMAN, Jack P.	Ens. D-V(G) USNR	USS PHOENIX
FRANCIS, Hollis B.	Pic. USMC CEG-V(S)	USS PENNSYLVANIA.
GARRISON, Carman W.	Ens. USNR.	Fourteenth Naval District.

Fig. 19: Garrison arrived in Pearl Harbor Aug. 17, 1941, as an ensign in the Civil Engineering Corps, Naval Reserves.

Garrison left a lot of mail from his critical early days in the Navy. The first cover carries a Christmas card from Midway Island (Figure 20). There are two censor markings, a circular one and a three-line marking in black, dated Dec. 18, 1941. It is franked with a three-cent stamp paying the first-class surface rate, and is canceled with a Pearl Harbor postmark dated Jan. 2, 1942. Garrison is sending Seasons Greetings to his family in Jersey City, the home of his brother Vincent. The return address of Midway Island on the back flap has been penciled out.



Fig. 20: A Midway Christmas card mailed at Midway December 18, 1941, and canceled at Pearl Harbor Jan. 2, 1942. All mail was shipped to and cancelled at Hawaii.

The second cover (Figure 21) is a Pan Am envelope with cachet and a small picture of a Boeing 314 Clipper. In this letter Garrison comments on how fast his incoming mail is arriving. Of course, all civilian service was suspended as of December 7th. This letter is datelined December 26th and posted December 28, 1941. It carries a letter on U. S. Naval Air Station Midway Island stationery sent special delivery and franked with a #C30 air mail stamp.



Fig. 21: A 30¢ airmail Special Delivery cover sent on U.S. Naval Air Station, Midway stationery with a US Navy cancellation Dec. 28 to Jersey City. The purple marking (difficult to read) appears to say “*Fee claimed by office of First Address.”

WAKE & MIDWAY ISLANDS – 1940-1942: Postal History & Jersey Connections ~ Jim Walker

It is important to note that Midway Island was subjected to regular attacks by air and naval forces of the Empire of Japan from December 7th until June 5th.

The next cover (*Figure 22*), is a Pan Am air mail envelope with the airline blue cachet and two self-censored markings, with a pair of #901s paying the six-cent rate and posted March 23, 1942. As an officer Garrison censored his own mail and his initials can be seen in the censor marking.

The three-page letter in this cover required 6¢ more in postage, and resulted in a postage due marking of the additional six cents and a pair of #J72 postage due stamps with an indistinct oval town precancel on its arrival in New Jersey. In this letter Garrison notes a slight change of address: Civil Engineer Corps, Public Works Dept., Pearl Harbor, Hawaii. He also states he will be returning to Pearl Harbor very soon.



Fig. 22: Canceled March 23, 1942, noted U.S. Navy Mail/Field of Operations, it was overweight, requiring the precancelled postage due stamps. The censor mark carries Garrison's own initials.

The next cover (*Figure 23*) is a #10 size penalty envelope with first class postage for personal use, and was mailed by Ensign E. H. Bourquard, USNAS PALMYRA ISLAND. Located almost a thousand miles south of Hawaii, Bourquard had arrived there on March 23, 1942. He and Garrison were acquainted, having arrived together in Hawaii on the *U.S.S. Portland* in August of 1941 (see *Figure 19*).

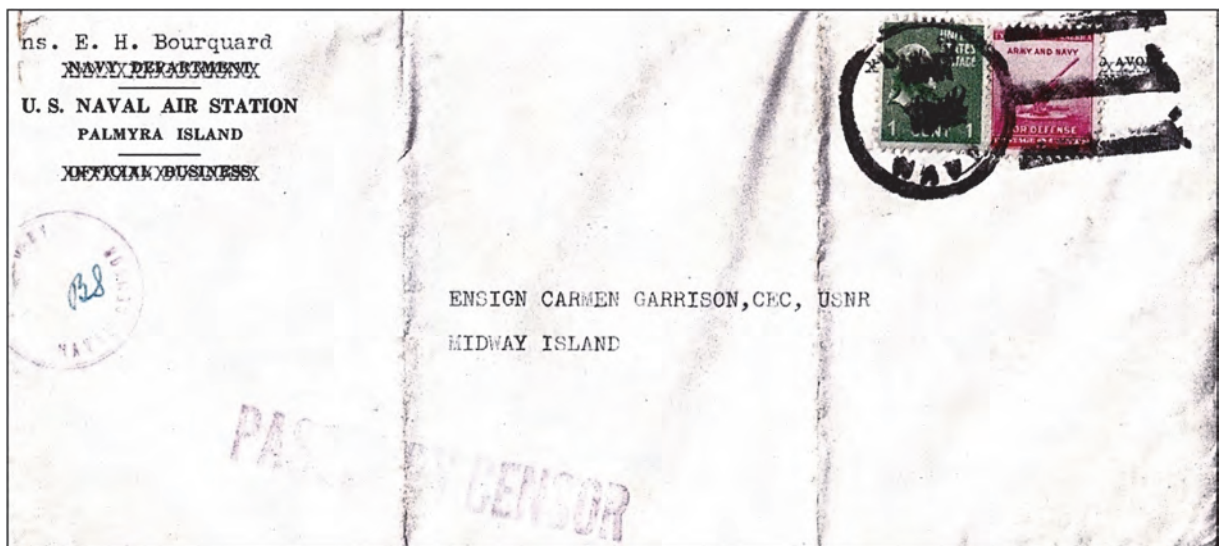


Fig. 23: Letter sent to Garrison from the US Naval Station Palmyra Island, located almost a thousand miles south of Hawaii, by fellow Ensign E. H. Bourquard.

The next cover posted April 13, 1942 finds Ensign Garrison back at Pearl Harbor after six months on Midway. He mentions the 1942 calendar has finally arrived, after going out to Midway and back to Pearl Harbor. Anything other than a first-class letter took much longer to arrive. Some time in August of '42, Lt. Garrison would be transferred to the Naval Construction Training Center at Norfolk, Virginia.

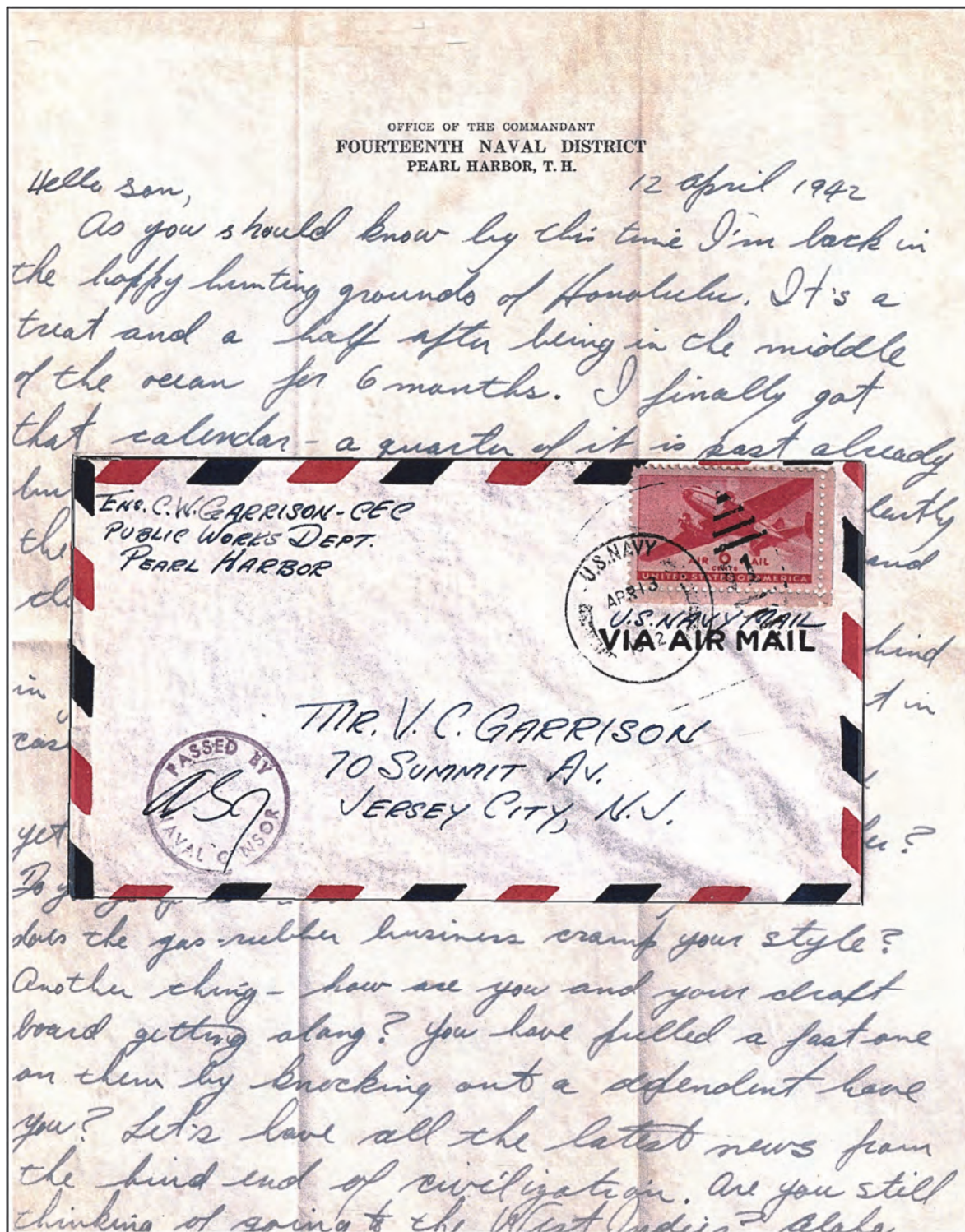


Fig. 24: Letter posted by G.W. Garrison datelined April 12, 1942, from Pearl Harbor, and canceled with a U.S. Navy cancel on April 13. On stationery of the Fourteenth Naval District, with Ensign Garrison's address now Public Works Dept., Pearl Harbor. It carries a 6¢ air mail stamp.

The last item in this group from Lt. Garrison to his brother is a V-Mail. His brother is now in the Army at APO 692, which was located on Baffin Island, Frobisher Bay, Canada.

This letter is postmarked August 30, 1943 with 26th U.S. Naval Const' Batt. in the killer bars. This unit of Lt. Garrison's was deployed to Guadalcanal in December 1942 and stayed until December 1943. Garrison made a career on the U.S. Navy and retired in 1961 with the rank of Commander. He died July 14, 1964 and is buried in the Cedar Ridge Cemetery, Blairstown, Warren County, New Jersey.



Fig. 25: One last item, showing Garrison a lieutenant in the Navy, and currently with the 26th US Naval CB unit, with a San Francisco FPO address.

REFERENCES:

Ancestry.com for military records used.

Marines At Midway by Lt. Col. Robert D. Heintz, Jr., USMC, 1948.

“United States Trans-Pacific Air Mail During World War II, Part II” by Richard W. Helbeck, La Posta, March 2007

Wake Island Exhibited by Len Lukens, La Posta, March 2008.

Unpublished Air Mail Rates for United States Pacific Island Possessions 1935-1946 Part I: Midway Island & Wake Island by Ken Lawrence, United States Specialist, July 2012.

Unpublished Air Mail Rates for United States Pacific Island Possessions 1935-1946 Part II: American Samoa & The South Pacific by Ken Lawrence, United States Specialist, August 2012.

December 1941 Trans-Pacific U.S. Air Mail Flights After Pearl Harbor, by Ken Lawrence: “Spotlight On Philately,” Linn’s Stamp News, December 20, 2021.

United States Marine Corps Historical Monograph, Appendix III: Casualties

“Wake Island Revisited,” Wings of Gold, Association of Naval Aviation, Spring 1977.

Numerical Listing of APO’s, January 1942 to November 1947, prepared by the Army Postal Service and Strength Accounting Branches AGO, and available online at <https://www.7tharmdiv.org/docrep/Location%20of%20APOs%201942-1947.pdf>.

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pertinent to**

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Robert G. Rose
at 18 Balbrook Drive
Mendham, NJ 07945
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Jean R. Walton
at 125 Turtleback Road
Califon, NJ 07830
njpostalhistory@aol.com

ON THE AUCTION SCENE: Classics Reprise

By Robert G. Rose

The last five months witnessed the auction sale of classic United States stamps used on covers from New Jersey. These sales included two covers bearing strips of four of the five cent 1856 Issue mailed from Trenton and addressed to Lieutenant Earl English aboard the U.S.S. Sloop *Levant* through the American consul in Hong Kong, China. Both of these rarities were sold within a span of two months of each other. Three such covers have been recorded, all mailed to Lieutenant English by his wife Elizabeth from their home in Trenton. These covers were featured in an article by this author in the May 2012 issue of *NJPH* from which I quote below.¹

In 1856, Lieutenant Earl English was stationed aboard the U.S.S. Sloop *Levant* off the coast of China. On May 12, 1856 the *Levant* joined the East India Squadron, having set sail from the New York Naval Yard on November 13, 1855 and arriving by way of Rio de Janeiro, the Cape of Good Hope and Hong Kong.² English was born in Crosswicks, New Jersey, Burlington County, on February 18, 1824.³



Fig. 1. The U.S.S Sloop Levant, built in 1837 in the New York Naval Shipyard, served in the West Indies, the Mediterranean, the Mexican War, the East India Squadron and the Pacific Squadron in China.

Following the *Levant's* arrival in Chinese waters, she carried the U.S. Commissioner to Shanghai, arriving there on July 1, 1856.⁴ With news of the breakout of the Second Opium War, the *Levant* and her sister ship, the U.S.S. *Portsmouth*, landed a detachment of 150 marines and sailors in Canton. While withdrawing from that city on November 15, 1856, a Chinese garrison on the Pearl River opened fire on the American ships.⁵ The next day, the two sloops, accompanied by a steam frigate retaliated, engaging the Chinese Pearl River Forts. Over the next several days, both sides fired on each other.⁶ The fighting ceased on November 24, 1856 following the capture of several of the Chinese forts by the American Forces. During the engagement, the *Levant* took 22 cannonball shots into her sails, rigging and hull, and suffered one killed and six wounded sailors.⁷

ON THE AUCTION SCENE: Classic Reprise ~ Robert G. Rose

Elizabeth was apparently a regular writer to her husband at the time the *Levant* joined the East India Squadron in China. . [h]er letters are postmarked at Trenton, her home during this period, and are among the most sought after covers from the classics period because she attempted to prepay each of her precious letters to insure their delivery with a *strip of four* of the five cent 1856 stamp, Scott No. 12.

Two covers with this rare franking were postmarked at Trenton on August 19, 1856 and, a third on September 5, 1856.⁸ Both covers which were mailed in August, 1856 were sold recently in two Robert A. Siegel auction sales and both came from distinguished collections.

The first, illustrated below in *Figure 2*, was included in the “Gordon Eubanks Collection of the United States 1851 to 1856 Imperforate Issues.”⁹



Courtesy Robert A. Siegel Auction Galleries, Inc., Sale 1242, lot #322.

Fig. 2. Strip of four with red August 19, 1856 Trenton postmark and red New York, American Packet August 23 exchange marking endorsed by sender “Via Southampton England.”

The strip of four was used together with a one cent blue Type IV Scott No. 9. The stamps are tied by three strikes of a red “Trenton N.J. Aug. 19, 1856” circular postmark on a buff cover to Hong Kong, China, addressed to the “U.S. Sloop of War Levant, Care of the U.S. Consul, Hong Kong, China.” The cover is hand stamped with a red “New York Am. Pkt. Aug. 23” circular date stamp. The 21¢ postage paid the American packet rate to Hong Kong via Southampton. The remaining six pence postage was to be collected from the recipient. The cover should have been so marked with collect postage due on receipt in Hong Kong, but was not. The cover contained two of Ms. English’s letters, which Lieutenant English numbered in pencil on the face of the cover as numbers “10 + 11.”

According to the Siegel sale description, the cover was carried on the New York & Havre Line *Arago*, departing New York on August 23, arriving in Southampton on September 4, where it was then carried on the Peninsular & Oriental *Indus* to Alexandria, Egypt, then carried overland to Suez and then by the P&O *Oriental*, which arrived in Galle, Ceylon on October 13, and after a delay, from there to Hong Kong on the P&O *Norna* on November 9. The cover is back stamped with a London transit mark and a Hong Kong, December 1 receiving mark. The cover was described as very fine with a flap tear, some minor edge creases and slight wear. Estimated at \$30,000 to \$40,000, it sold at hammer for \$27,000 plus a buyer's fee of 18% for a total of \$31,860.

The second cover bearing a strip of four was sold in the Siegel auction of the first part of the "Magnolia Collection" on December 16, 2021 and is illustrated in Fig. 3.¹⁰



Courtesy Robert A. Siegel Auction Galleries, Inc. Sale 1248, Lot #2007.

Fig. 3. Strip of four with red August 19, 1856 Trenton postmark and red New York American Packet August 23 exchange marking endorsed by sender "Via Southampton England."

The strip of four was also used together with a one cent blue Type IV Scott No. 9. The stamps are tied by three strikes of a red "Trenton N.J. Aug. 19, 1856" circular postmark on a buff cover to Hong Kong, China, addressed to the "U.S. Sloop of War Levant, Care of the U.S. Consul, Hong Kong, China." This was the second of two covers bearing letters mailed by Elizabeth to her far away husband posted on August 19. The cover is hand stamped with a red "New York Am. Pkt. Aug. 22" circular date stamp. The 21c postage paid the American packet rate to Hong Kong via Southampton. The remaining six pence postage was to be collected from the recipient. The cover should have been so marked with collect postage due on receipt in Hong Kong, but was not. The cover is back stamped with a red London, September 4 transit date stamp and a "Hong-Kong 1 DE 1 1856" receiving date stamp. The cover contains an eight-page letter from Ms. English, which Lieutenant English numbered in pencil on the face of the cover as "13th."

ON THE AUCTION SCENE: Classic Reprise ~ Robert G. Rose

According to the Siegel description, it was carried on the New York & Havre Line *Arago*, departing New York on August 23, 1856, and arriving at Southampton on September 4. It was then carried on the Peninsular & Oriental Line *Indus*, departing Southampton on the 4th and arriving at Alexandria on September 19. After an overland trip, the letter was carried from Suez on the P&O *Oriental*, departing September 25 and arriving at Galle, Ceylon, on October 13. It was delayed at Galle and carried on the P&O *Norna*, departing Galle on November 9 and arriving at Hong Kong on December 1, 1856. Described as in very fine condition, with a PF Certificate, against an estimate of \$20,000 to \$30,000, it sold at hammer for \$26,000 plus a buyer's fee of 18% for a total of \$30,680.

Collectors of New Jersey Postal History have long favored the 1847 Issue. A folded letter franked with a five cent Scott No. 1, and postmarked September 20, 1850 at Bordentown, was recently sold by Dutch Country Auctions and is illustrated in *Figure 4*.¹¹ Thomas Alexander's monumental study, *The United States 1847 Issue: A Cover Census*, records only two five cent covers used from Bordentown.¹² The 1847 census maintained and updated by Mark Scheuer on the United States Philatelic Classics Society's website also records only the same two Bordentown usages.¹³



Courtesy Dutch Country Auctions

Fig. 4. Five Cent Brown 1847 Issue postmarked in Bordentown on September 20, 1850 folded letter to New York City.

On this, the second occasion this cover was sold at auction, it was again included in a large lot, most likely because the margins of the stamp are close or slightly cut into the design. It was included in a collection of Burlington County, New Jersey which consisted of 78 stampless and stamped covers dated from 1803 to 1918. Estimated at \$400 to \$600, the lot sold at hammer for \$1,000. Sid Morginstin, a onetime owner of this cover, which was included in his award-winning exhibit of Bordentown postal history, wrote that he was once offered "twice what I paid for this cover . . . It is NOT for sale at any price. This . . . [is] one of key items in this collection."¹⁴ Hopefully, the buyer of this large lot will appreciate the rarity of this Bordentown usage.

ENDNOTES:

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- ¹ Robert G. Rose, *Five Cent 1856 Stamps on Cover From New Jersey*, *NJPH*, Vol. 40, No. 2, May 2012, pp. 66-69.
- ² USS *Levant* (1837). [http://en.wikipedia.org/wiki/USS_Levant_\(1837\)](http://en.wikipedia.org/wiki/USS_Levant_(1837))(retrieved February 2, 2022).
- ³ (retrieved via Earl English reference on Google, February 2, 2022).
- ⁴ USS *Levant*, *op cit.* (retrieved February 2, 2022).
- ⁵ The Battle of the Barrier Forts, http://en.wikipedia.org/wiki/Battle_of_the_Barrier_Forts (retrieved February 2, 2022).
- ⁶ *Ibid.*
- ⁷ *Ibid.*
- ⁸ Christies' Robson Lowe, New York, *The Louis Grunin Collection of United States 851-57 Stamps and Covers, Part Three, March 18, 1988, lot no. 106.*
Matthew Bennett International, *The Frederick R. Mayer Collection: The United States 1856 Five Cent Issue*, Sale No. 294, October 21, 2005, lot no. 164. It sold at hammer for \$52,500 plus a buyer's fee of 10% for a total of \$57,750.
- ⁹ Siegel auctions, "Gordon Eubanks Collection" Sale 1242, October 12 & 12, 2021, Lot #322. See <https://siegelauctions.com/2021/1242/1242.pdf>.
- ¹⁰ Robert A. Siegel Auction Galleries, Inc., "The Magnolia Collection of U.S. Mail in China and Japan: Part 1," [December 16, 2021, Sale 1248, lot 2007.](https://www.siegel.com/December-16-2021-Sale-1248-lot-2007)
Previously included in:
Robert A. Siegel Auction Galleries, Inc., *Paul C. Rohloff Collection*, May 18-19, Sale 512, lot no. 279.
Robert A. Siegel Auction Galleries, Inc., *The Kapiloff Collection*, October 3, 1992, Sale 744, lot no 46.
Matthew Bennett International, *The Frederick R. Mayer Collection: The United States 1856 Five Cent Issue*, October 21, 2005, Sale No. 294, lot no. 163. It sold at hammer for \$57,500 plus a buyer's fee of 10% for a total of \$63,250.
- ¹¹ Dutch Country Auctions, January 11-13, 2022, Sale 338, lot no. 13. See <https://dutchcountryauctions.com/auction/auction-338/>
Previously included in:
Robert A. Siegel Auction Galleries, Inc., January 12-15, 1971, Sale 387, lot no. 89, sold at hammer for \$57.50.
Robert G. Kaufmann, *The William C. Coles, Jr. Collection*, March 8, 1984, Sale 33, lot no. 941. Sold for \$325.
Weiss Philatelics, *Sid Morginstin Collection*, October 30, 2004.
Robert A. Siegel Auction Galleries, Inc., *Kenneth D. Gilbert Collection*, September 30, 2015, Sale 1109, lot no. 364, where included in large lot of 25 1847 Issue covers with margins cut into or faulty. The Bordentown cover was mis- described as posted in "Bordentown, N.Y." The lot estimated at \$3,000-\$4,000 sold at hammer for \$4,500 plus a 15% buyer's commission for a total of \$5,175.
- ¹² Thomas J. Alexander, *The United States 1847 Issue: A Cover Census* (U.S. Philatelic Classics Society, Inc., Arlington, Texas 2001) p.320.
- ¹³ <https://www.uspcs.org>.
- ¹⁴ Sid Morginstin, *The Mails of Bordentown* (Self-published Bordentown, N.J. 2004) p.63, and cover illustration.

LOOKING BACKWARD: Howell Works and Allaire - 200 YEARS

A recent post by the Allaire Village Inc.¹ of the celebration of a 200-year anniversary of Allaire, New Jersey, at one time an early iron works in Monmouth County known as Howell Works, prompted a look back into our archives to see what we may have published over the years. An article by Gene Fricks is republished here, in an updated format, along with an addition by Brad Arch. Both of those original articles were in 1993 issues of *NJPH*. Some updates and additions follow by Hance M. Sitkus and Jean Walton. Ed.

Several examples of early Howell Works covers are shown in *Figures 1 and 2*.

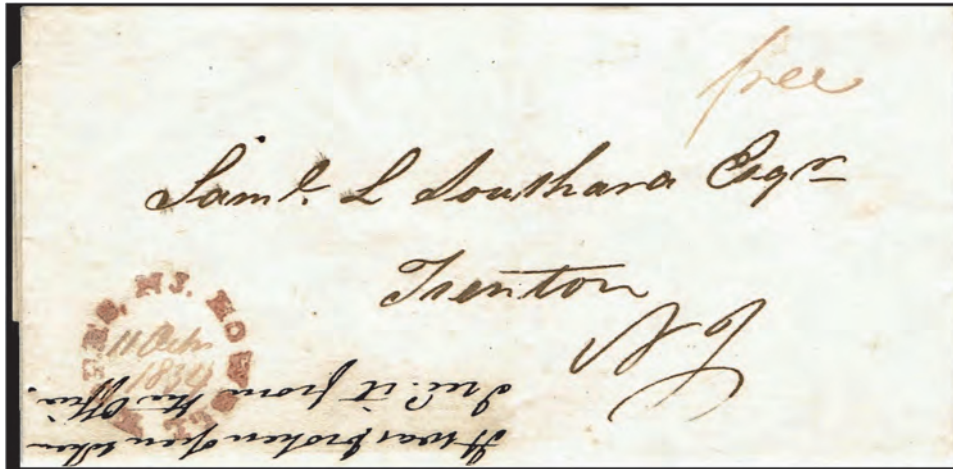


Illustration courtesy Robert G. Rose

Fig. 1: An October 1834 cover sent from Howell Works to New Jersey Senator Southard in Trenton.

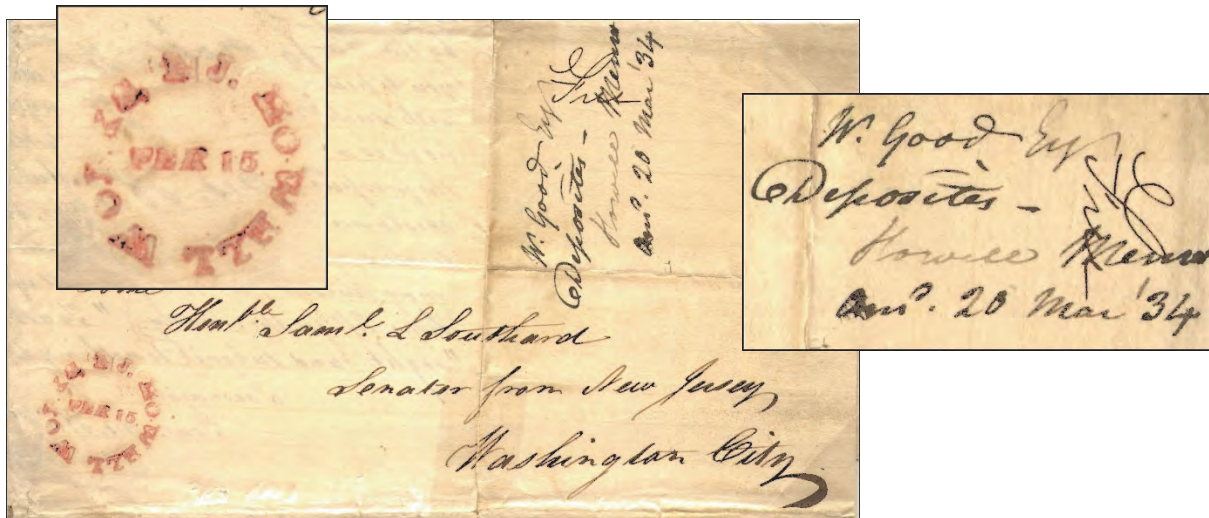


Illustration courtesy Jean Walton

Fig. 2: February 15, 1834 stampless cover sent to Samuel L. Southard from W. Good with a Memorial (a petition) from members of the community at Howell Works regarding a bank issue at the time. Although earlier, it is less distinct but shows a printed dater hub in the cancel.

Allaire, New Jersey

(From our archives, originally published in 1993)²

By Gene Fricks

A numismatic article in 1991³ reveals some of the background of Allaire, New Jersey and makes its postal history somewhat more comprehensible. Allaire, in Monmouth County, is one of those post offices that has enjoyed a large number of name changes over more than two centuries.⁴

Kay and Smith⁵ give an outline of the basic facts:

	Established	Discontinued	
Howell Furnace	Feb 16, 1827	Jun 16, 1831	
Howell's Works	Jun 16, 1831	Aug 28, 1845	
Howell Works	Aug 28, 1845	Nov 17, 1858	
Allaire	Jan 6, 1874	Jun 30, 1905	to Allenwood
Allaire Br	Jul 1, 1967 ⁶	active	07727

Coles records manuscript markings for Howells Works from 1834 to 1836 and a rimless handstamp marking, in red, from 1832-1835 [Coles fig. 87].⁷ As can be seen from the illustration below, it is peculiar in using the later spelling Howell Works. It is rated RR.



Fig. 3: Illustration in Coles book, numbered type H26.

SOME BACKGROUND HISTORY:

Born in Nova Scotia in 1785 of Loyalist parents, James P. Allaire moved with his family to New York in 1793 where he was a brass founder in 1805, adding the title “iron founder” in 1817. In an 1830 directory, he listed his occupation as “steam engine manufacturer.”

The change in 1817 resulted from his purchase of Robert Fulton’s steam engine works in Jersey City upon Fulton’s death and the move of the business closer to East River shipyards in New York City. Allaire formed a partnership with Fulton’s foreman, Charles Staudinger, and began “one of the most complete establishments of the kind in the United States.”⁸

When the US Supreme Court broke the Livingston monopoly on steamboat commerce on the Hudson River, ‘Commodore’ Vanderbilt was only the first, and largest, New Jersey steamboat operator to expand operations to that area.⁹ By the early 1820s Allaire had succeeded in obtaining over half the New York City engine-building business, but had difficulty in obtaining a supply of

LOOKING BACKWARD: Howell Works & Allaire – 200 years

high-quality pig iron at a competitive price. The 1816 tariff taxed imported British iron at between 40 and 100 percent. although, as Allaire pointed out to David B. Ogden, a New York assemblyman, imported British castings paid only a tariff of 3 percent. Ogden was important because of his close ties to Martin Van Buren, who would be Andrew Jackson’s vice president during the move to drastically lower tariffs.¹⁰

Allaire purchased the Monmouth Furnace property in 1822 to obtain a local source of high-quality iron. Located on the Manasquan River about ten miles from Freehold, the Howell Furnace property, as it was renamed after Allaire’s purchase, was a prosperous bog iron site that included “dwelling houses, furnaces, saw mills and other buildings with ore beds, water privileges and about 5,000 acres of land, more or less.”¹¹ Allaire purchased all of the molds, patterns, articles of furniture, wagons, horses and other stock in addition to the real estate. He now had a vertically integrated industry, from raw materials supply to finished product.

In 1828 Allaire incorporated the works in New Jersey and reincorporated a short while later in New York. This may represent an early ‘holding company’ example. In an 1830 New York directory we have reference to the Howell Works Company. By 1832 Allaire claimed to be sole owner. At least we see the genesis for the post office name changes.

Allaire is of interest to numismatists in that he contracted with Rawdon, Wright, Hatch & Co. about 1831 to produce “due bills” or scrip that could be used by workers for purchases at the company store. Since New Jersey prohibited the issuance of private currency, Allaire sought several legal opinions as to how the scrip would be viewed under the law and attempted to obtain a private bill in the legislature to exempt his activities. When the opinions were inconsistent, he had his brother, Alexander, sue him in 1833. The New Jersey Supreme Court ruled that the “due bills” were not currency and did not fall under the law’s ban. Alexander P. Allaire was the first postmaster at Howell’s Works.

James Allaire was voted out of the works in New York in 1850 and retired to Howell where he died in 1858. Litigation on his estate went on until 1874.

The bog iron industry petered out, and by 1850, Howell Works was no longer in operation. Today three historic buildings and a 40-acre historic district – located within Allaire State Park – are all that remain of a once thriving industrial scene.¹²

***** ***** *****

Later in 1993, Brad Arch shared a commemorative cover from the historic Howell Works at Allaire. Included in that envelope were both an information sheet and a card detailing some postal history. These were used at the village of Allaire as souvenirs when it was first opened with a restored post office, which operated out of the Foreman’s Cottage, shown below.





Fig. 4: The Foreman's Cottage at Howell Works. The enclosed information sheet read "It is presently used as a post office because each foreman was also the Village postmaster from 1831 through 1848."

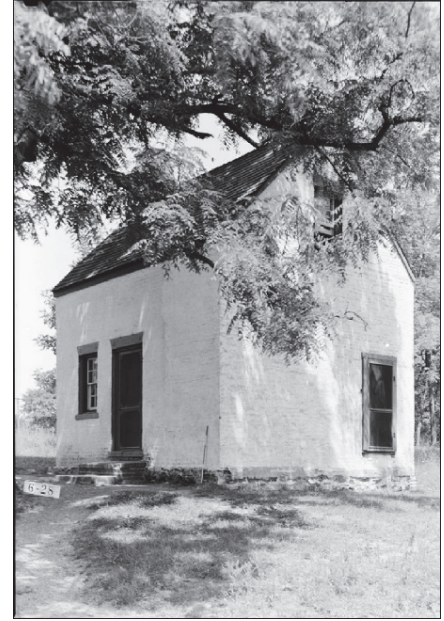


Fig. 5: HABS Survey photo on Library of Congress shows this same building in 1936.¹³

This information was a bit misleading, and it is time to correct some conclusions drawn from those first commemorative covers. A careful reading should have made it clear that the foreman's cottage was in fact never used in earlier years as the post office, but was being used now in the historic village to house a restored post office. The text of that information sheet is below.

THE FOREMAN'S COTTAGE (POST OFFICE)

"Built in 1827, this structure served as the home of the foreman in charge of the Howell Works casting house. It is presently used as a post office because each foreman was also the Village postmaster from 1831 through 1848. In those days handling of the mail was considerably more casual than it is today and no formal equipment was required. The postal enclosure now within this building was a required departure from authenticity when the post office was reactivated on August 5, 1967. The postal front containing the stamp window, letter slot, and boxes is a genuine antique, but it served Oceanport, New Jersey, not Allaire.

"The building consists of two rooms. The downstairs room was a combined living, dining and sitting room while the upstairs room was for sleeping. In those days of outdoor plumbing, no other room was required.

"The meager furnishings in this building serve only to demonstrate the kind of material that occupied the home in 1827 since most of the downstairs room is taken up by the post office. The map on the wall is an authentic 1851 survey of Monmouth County done by Jesse Lightfoot, which shows the names of all the property owners in the county as well as the roads, towns, settlements, etc."¹⁴

LOOKING BACKWARD: Howell Works & Allaire – 200 years

Commemorative covers were created to highlight the reopening of the Restored Allaire Post Office on August 5, 1967. We have replaced the black and white version shown in Brad’s update with colored versions. Their use seems to coincide with the post office location at the Foreman’s Cottage, from 1967 through 1983. They are collectible in themselves as they changed from time to time over that period to reflect various anniversaries. Two are shown below.

Covers Courtesy Robert G. Rose, NJPHS



Fig. 6 & 6a: Commemorative covers created for use at the Allaire Rural Branch of the Farmingdale post office, and available for use for many years beyond 1967.

The commemorative cover on the left is one from 1967 when the restored post office was first reopened as the Historic Howell Works, at “The Deserted Village of Allaire.” Besides the Farmingdale, NJ Allaire Rural Branch double-ring cancel, it shows an Allaire 4-bar cancel dated Aug. 5, 1967 of the same date. That post office was located in the Foreman’s Cottage.

The one on the right in *Figure 6a* was used in 1973, and like most of these later similar covers shows a different Farmingdale, Allaire Rural Branch 4-bar cancel, now with zip code and showing a representation of an 1827 Howell Furnace cancel. Unfortunately, we were never able to uncover the origin of that 1827 cancel image – if anyone has a cover from the 1827 Howell Furnace with that (or any other) cancel, we hope they will share it with us!

Also enclosed was a card with some Howell Works -Allaire postal history:

ALLAIRE POST OFFICE HISTORY	
First established October 13, 1827 as "Howell Furnace"	
Name changed to "Howell Works" June 16, 1831	
DATE OF APPOINTMENT	POSTMASTER
October 13, 1827	Thomas P. Walworth
November 18, 1829	Alexander D. Allaire
April 11, 1839	James P. Smith
August 28, 1845	William Good
November 18, 1847	Theodore Potter
October 5, 1848	Ananiah Gifford (who received \$3 for his services for that year)
This post office was discontinued on November 17, 1858. It was reactivated as Allaire, New Jersey on January 6, 1874 with Hal Allaire as the postmaster. He received \$21.21 that year for his services. He served until November 2, 1901 when Samuel C. Forsyth was appointed postmaster.	
The last Allaire postmaster was Alias H. Height who was appointed on February 25, 1904, serving until the post office was discontinued on June 30, 1905.	
In 1873, according to post office archives, the mail was carried from Allaire to Freehold six times weekly on the Freehold-Jamesburg Railroad. At this time, according to the same records, there were 150 people living in the area.	

Fig. 7: The enclosed card detailed the postmasters that served at Howell Furnace and Howell Works, but does not specify just where the post office was actually located.

LOOKING BACKWARD: Howell Works & Allaire – 200 years

Some new additions and information are included below.

The card enclosed in the commemorative cover envelope, when checked against National Archives Postmaster Appointment records, required a few revisions.

ALLAIRE POST OFFICE HISTORY (revisions in dark red)			
First established February 16, 1827 as "Howell Furnace" - Name changed to "Howell Works" June 16, 1831			
	Date of Appointment	First postmaster	Postmaster
Howell Furnace	February 16, 1827		David Reid*
	July 21, 1827		B.M. Haggerty* ¹⁵
	October 13, 1827		Thomas P. Walworth
	November 18, 1829		Alexander D. Allaire
Howell Works	June 16, 1831		Alexander D. Allaire
	April 11, 1839		James P. Smith
	August 28, 1845		William Good
	November 18, 1847		Theodore Potter
	October 5, 1848		Annaniah Gifford
Discontinued November 17, 1858			
Allaire	January 6, 1874	Established	Hal Allaire
	November 2, 1901		Samuel C Forsyth
	February 25, 1904		Elias H. Height
Discontinued June 10, 1905, effective June 30			

Restored Allaire PO as Allaire Rural Branch, Farmingdale PO 07727	Established August 5, 1967 ¹⁶
Operates today as Allaire Village Station, Farmingdale NJ 07727	Satellite station of the Farmingdale PO 2 days a year for Christmas mail

* Coles & Griffith *New Jersey Postmasters of the Stampless Era, 1789-1857*¹³

The text on that card continues:

The Howell Works post office was discontinued in November 17, 1858. It was later reactivated as Allaire, New Jersey on January 6, 1874, with Hal Allaire as the postmaster. He served until November 2, 1901 when Samuel C. Forsyth was appointed postmaster. The last Allaire postmaster was **Elias H. Height**, appointed on February 25, 1904. That post office was discontinued on June 10, 1905, effective June 30.

In 1873, according to post office archives the mail was carried from Allaire to Freehold six times weekly on the Freehold-Jamesburg railroad. At this time, according to the same records, there were 150 people living in the area.¹⁷

In 1983, the post office at the Historic Village at Allaire was moved to the general store, and it appears that this was its original home, as explained by Hance Sitkus, Executive Director of Allaire Village Inc.:¹⁸

“In 1967 the Foreman’s Cottage was outfitted to display various post office memorabilia. It was also re-commissioned as a branch post office to the Farmingdale Post Office. This correlated with the building’s first major restoration and reopening for visitation. The Foreman’s Cottage served as a temporary home to the Allaire Post Office from 1967 to 1983.”

LOOKING BACKWARD: Howell Works & Allaire – 200 years

“From 1959 to the 1970s the General Store was leased out to Charles Van der Veer and operated as a country store. After a re-organization of museum operations in 1983, it was decided that Allaire Village Inc. would take over direct management of the Store. In doing so, the Allaire Post Office was then moved back and officially re-dedicated to where it was located historically during the Howell Works era.”

Sitkus also brought us a more complete history of Howell Works and Allaire, which includes a great deal more about the period between Howell Works and the restored village.¹⁹



Fig. 8: The General Store at Allaire village, the actual home of the post office in the Howell Works period.

“In 1822, James P. Allaire (1785-1858) bought the village that now bears his name and 5,000 acres in the vicinity for the sum of \$19,000. Allaire established the Howell Works on the land, a major center for the production of bog iron. His reasons for buying the property were threefold—its abundance of bog-iron ore, timber, and water, which were necessary for iron making; its proximity to river passage for shipping products to New York City; and its potential to act as a resource for future financial negotiations.

“At one time, the New Jersey Pine Barrens were known for their network of bog-iron furnaces. These industries dotted the landscape from Colonial times to the 1850s. Although not in the heart of the New Jersey Pine Barrens, Allaire was part of this network. Such blast furnaces used bog iron, a renewable resource that forms naturally along the flood plains and swamps of the Pine Barrens, to make iron. At Allaire, there was an abundance of bog iron along the Manasquan River flood plain, located only a couple of yards from the blast furnace. At the blast furnace, bog iron was smelted into iron using charcoal, flux (in the form of oyster shells), and blasts of air pumped in from adjacent air chambers. Allaire used the iron he produced at the Howell Works to make pig-iron and cast-iron products.

“Although other ironmongers used the site for iron production prior to James P. Allaire’s ownership, Allaire greatly expanded production and developed an integrated industrial village. Between 1827 and 1837, Allaire replaced many of the wooden buildings and mills and that had predated his ownership. In their place, he built large and sturdy brick buildings based on the Federal architectural style. In addition, he expanded the buildings directly related to iron production. To overcome the isolation of the village, Allaire created a self-sufficient community, which included a carpenter’s shop, blacksmith shop, bakery, gristmill, school, church, post office, and apothecary shop. By 1836, during the heyday of the village, more than 300 people lived and worked there. At that time, the Howell works consisted of about 25 buildings.

“The Howell Works ceased iron production in 1846, paralleling the decline of other furnaces that once dotted New Jersey’s Pine Barrens. James P. Allaire died in 1858, and the village passed first to his wife, Calicia, and then to his son Hal. A Columbia graduate and architect by trade, Hal Allaire for the most part devoted himself to his father’s ancestral holdings and struggled to preserve his father’s estate. He waved aside any redevelopment efforts that ambitious businessmen proposed. In 1872, an extension of the Freehold and Jamesburg Agricultural Railroad had been extended to Manasquan, passing through Allaire on the way. The village slowly succumbed to the forces of Mother Nature and was described by local journalists in the late 1900s as being deserted. To generate income from his landholdings, Hal Allaire rented out various houses in the village, allowed William DeLisle to transform the carpenter shop into a restaurant and inn, and created the Allaire Water Supply and Land company.

“Hal Allaire died in 1901, and the property passed to William Harrison. After paying off its back taxes, Harrison sold the Allaire estate to famed Hearst Newspaper editor Arthur Brisbane. From 1907 to 1936, Brisbane built a contemporary country home and created a luxurious country estate at Allaire, once consuming close to 10,000 acres. During the Brisbane era, the focal point of Allaire Village was the Allaire Inn, Brisbane’s model farm, and the Boy Scouts’ Camp Burton. Over 100 horses were trained and boarded by Brisbane on the property. His caretakers occupied the houses in the village, and other buildings were used by various business enterprises. In 1927, Brisbane began writing to the Allaire family to learn the history of the property. In 1940, some 1,200 acres of land, including the village, was deeded to the people of the state of New Jersey as a gift from the estate of Arthur Brisbane. This gift of land was designated to be used as a “historical center and forest reservation.” His widow, Phoebe Brisbane, deeded their home in 1944, and it became the Arthur Brisbane Child Treatment Center. Since then, Allaire State Park has more than tripled in size with the acquisition of land through the Green Acres Program. World War II and a lack of restoration funds deterred any restoration of the village and park developments until 1957.

“Today, the Historic Village of Allaire – a community listed on the New Jersey and National Registers of Historic Places – celebrates the life and times of James P. Allaire’s Howell Iron Works Company, a major industrial center in the 1830s. It stands in a beautifully preserved section of southern Monmouth County as a reminder of the bog-iron industry that existed here in the early 19th century. Allaire Village Inc., a nonprofit educational organization, is licensed by the state to interpret the history and culture associated with the Village, which is located within the confines of Allaire State Park. Allaire remains the most complete example of the early bog iron industry in New Jersey. With time, passion, and financial and community support, it is hoped that long-range plans for the restoration and rebuilding of key structural elements of the Village will continue—ensuring the continued survival of a true gem in the crown of America’s social and industrial history.”¹⁹

Cancels from Allaire, New Jersey, during its rebirth and existence as a post office from 1874 to 1905, have been difficult to find. Several back stamps (receivers) have been found to illustrate. The one below is from 1892, and is only a partial strike at that.



Hattie Height and Valetta Bennett at the Allaire Station c. 1905. Hattie was the daughter of postmaster Elias Height.²¹ The tracks are that of the Freehold & Jamesburg Agricultural Railroad, running through Allaire from Monmouth Junction to Sea Girt.

Illustration courtesy Hance M. Sitkus
Fig. 11: The Allaire train station, which shows a sign at left (above Hattie's head) indicating it is also the post and telegraph office.

Almost immediately after the railway that passed through Allaire was completed in 1872, the line was absorbed into the Pennsylvania Railroad and operated as the PRR's "shortcut to the Jersey Shore" until the late 1960s. The station was located just north of the center of the village at Allaire, and featured a post office and telegraph office. The road behind the station leads to the center of the village. Trains usually ran from Philadelphia to Long Branch (and later Red Bank), NJ, via Monmouth Junction. By the summer of 1905, nine trains to the Jersey Shore were reported to use the Freehold and Jamesburg Railroad. Allaire remained a station stop after the post office was de-commissioned in 1905. That continued until the early 1940s.²²

While covers with Allaire cancels seem hard to find, the railway cancel (also rarely seen) from the Freehold and Jamesburg Agricultural Railroad has been seen on mail to Allaire, as shown below, in both cases to postmaster Hal Allaire.



Fig. 12: A partial strike of the Freehold & J(amesburg) A(gricultural) R.R. on a postcard addressed to Hal Allaire.

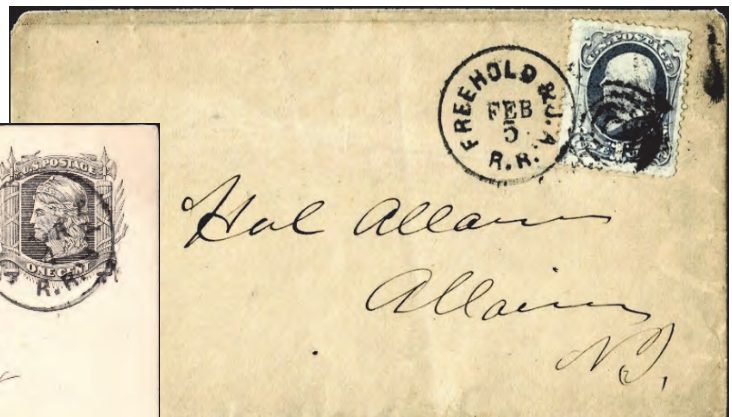


Fig. 13: A full strike on a cover, again to Postmaster Allaire.

LOOKING BACKWARD: Howell Works & Allaire – 200 years



Illustrations courtesy Allaire Village, Inc. Archives, Allaire, NJ.

Fig. 14: Two last pieces of mail to Allaire, the first addressed to Allaire Station, and the second sent from the U.S.P.O.D. carrying registered mail

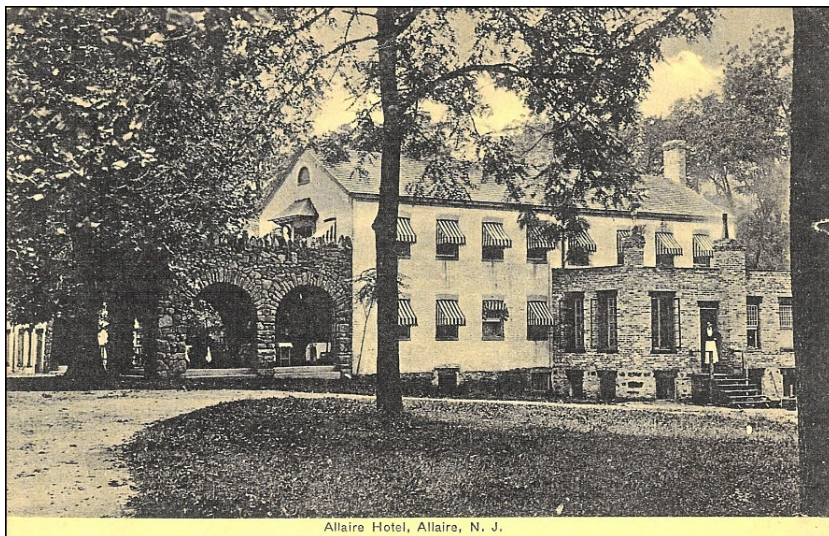


Illustration courtesy Hance M. Sitkus.

Fig. 15: The Allaire Inn, c. 1910. A large fieldstone porch and kitchen addition was added to the old Carpenter Shop, where William DeLisle operated a hotel and French restaurant. In the early days, guests arrived via the Freehold and Jamesburg Agricultural Railroad or by horse and buggy. Allaire became a popular destination for automobilists in the early 20th century..

The post office was used by residents of the Allaire area (largely farmers). The “Allaire Inn,” was a hotel and restaurant that was originally located in the old Carpenter Shop of the Howell Works property. Visitors could stay for a night or stay for the summer and enjoy the nearby Jersey Shore or the many streams, trails, and lakes that surrounded the Allaire property. Allaire became a destination once again, with visitors coming in by rail, and eventually by car. The Allaire Inn was in its heyday from 1905 to 1920, but alas in a period when there no longer was Allaire post office, so most cards and letters bear cancels from other nearby towns.

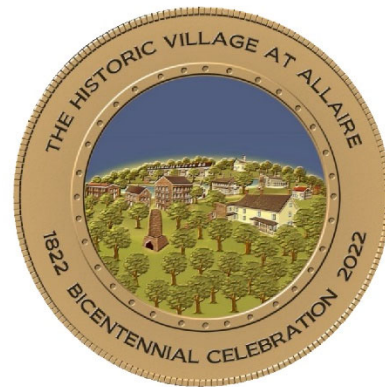
THE ALLAIRE POST OFFICE OF TODAY

The restored post office, created in 1967, is in the historic Village, and now operates as a satellite branch of the Farmingdale post office, about three miles away. Its home was originally in the Foreman’s Cottage, where the restored post office occupied the first floor. In 1983, it was moved instead to the back of the General Store. It operates only two days a year, in December, and offers Christmas mail service. A postal employee from the Farmingdale post office is on hand to cancel the mail. Allaire offers a special Christmas cancellation for this service, and many Christmas covers across the years bear such cancellations. Note the change to Allaire Village Station from the earlier Allaire Rural Branch.²³ When the post office is not open, these can be dropped in a bin at the General Store, to be transferred to the post office in Farmingdale.

The Allaire Commemorative Postal Cachets are unique. They all feature hand-drawings (largely by artist Janice Collinson) of unique items or buildings only found at Allaire. The postal seal cancellation is now called Allaire Village Station, and are “one of a kind” (but varied every year). Even though the post office at Allaire is only opened once a year, it is still considered an active postal facility.



Fig. 16 & 17: Christmas cancels from the Allaire Village Station of the Farmingdale Post Office, 1998 and 2021. A new card and cancel are designed each year.



Celebrating 200 years

Both illustrations courtesy Allaire Village, Inc.

Fig. 18: Interior of the General Store, showing the US Post office relocated there in 1983, from its former and temporary home in the Foreman’s Cottage.

LOOKING BACKWARD: Howell Works & Allaire – 200 years

It is the mission of Allaire Village, Inc. on this 200th Anniversary to increase their presence over the coming year, with many more activities and daily tours. For more information, see www.allairevillage.org.

This article would not have been possible without the gracious and informative help of Hance M. Sitkus, and his staff at Allaire Village Inc., and the important contributions of the Farmingdale postmaster. We extend our heartfelt thanks to all.

ENDNOTES:

- ¹ The Historic Village of Allaire, on Facebook at <https://www.facebook.com/TheHistoricVillageAtAllaire/>, with web site at <http://allairevillage.org/the-village/> 1/27/2022.
- ² The two articles by Gene Fricks and Brad Arch appeared in 1993 in *NJPH* Whole Nos. [102](#) and [105](#), available on our web site.
- ³ Philip W. Coombe, "The Howell Works Company Scrip and Tokens, *The Numismatist*, vol. 104, no. 5, May 1991, p. 686ff.
- ⁴ We have taken the liberty of altering the original article to bring it up to date. *JW*
- ⁵ John L. Kay and Chester M. Smith, Jr., *New Jersey Postal History*. Quarterman Publications, Inc., Lawrence MA, 1977, pp. 89-92.
- ⁶ The original article indicated 1867 as the origin of the Allaire Rural Branch, but in fact it was reopened (after being a DPO) as a Rural Branch of the Farmingdale post office in 1967. See Kay & Smith, *op cit.*, p. 89.
- ⁷ William C. Coles, Jr., *The Postal. Markings of New Jersey Stampless Covers*, Collectors Club of Chicago. 1983, p. 60, 191
- ⁸ Robert Greenhalgh Albion, *The Rise of New York Port: 1815-1860*, Charles Scribner's Sons, New York. 1939, p. 149. Cited in Coombes.
- ⁹ E. E. Fricks, "The Postal History of New Brunswick", *Collectors Club Philatelist*, vol. 59. no. I. January; 1979. p. 34.
- ¹⁰ Robert V. Remini, *The Age of Jackson*, Harper and Row. New York. 1972.
- ¹¹ Monmouth County (NJ) Deeds, New Jersey Archive., Third Series. Liber F 2. p. 261. cited in Coombes
- ¹² This last paragraph has been altered from the original (See Fn 4 above). *JW*.
- ¹³ Historic American Buildings Survey Nathaniel R. Ewan, Photographer July 12, 1936 Exterior - Works Foreman's Cottage - Northwest Elevation - The Deserted Village, Foreman's Cottage, Allaire, Monmouth County, NJ, <https://www.loc.gov/pictures/resource/hhh.nj0608.photos.108165p/>
- ¹⁴ This information is reproduced from an information sheet included at one time in the early commemorative envelopes.
- ¹⁵ See National Archives, Record Group 28: Records of Appointment of Postmasters. File Unit: Vol. 5:1827-1828: M1131/ roll 3: <https://catalog.archives.gov/id/75494343>, see online page 97, numbered 94. Creator: Post Office Department. Office of the First Assistant Postmaster General. (1810 - 1942). See also *New Jersey Postmasters of the Stampless Era, 1789-1857* by William Coles & Stanley Griffith at <https://www.njpostalhistory.org/media/pdf/ColesNJPMs1789-1857.pdf> .
- ¹⁶ Kay & Smith, *op cit.*, date the establishment of Allaire Rural Branch of the Farmingdale post office as July 1, 1967.
- ¹⁷ This information is repeated from the enclosed card, with minor corrections as noted in the National Archives post office appointment records. See National Archives, *op cit.*
- ¹⁸ History of the Historic Village at Allaire, by Hance M. Sitkus, CPA, Executive Director, Allaire Village Inc.
- ¹⁹ *Ibid.*
- ²⁰ This cover is currently available on Ebay (see #284605324056) with an Allaire receiver on back, from Trenton Stamp and Coin ([trentonstampandcoinco](https://www.ebay.com/itm/284605324056) on Ebay), located at 800 Highway 33, Hamilton Square, NJ 08690. <http://trentonstampandcoin.com/> . (609) 584-8100.
- ²¹ History of Monmouth County 1664-1920, Vol II, Lewis Historical Publishing Co., NYC 1922 https://archive.org/stream/historymonmouth00cogoog/historymonmouth00cogoog_djvu.txt
- ²² Information again from Hance M. Sitkus. For more information, see www.allairevillage.org.
- ²³ Our sincere and grateful thanks to the postmaster at Farmingdale, who helped us understand the current post office operations at Allaire, and graciously shared some postal history with us.

LAKE HOPATCONG: A Glimpse of its Postal History

By Jean Walton and Martin Kane

Martin Kane, President of the Lake Hopatcong Historical Museum, recently wrote an article on Lake Hopatcong post offices for the LHHM Museum News, detailing especially the history of its summer post offices. That inspired this article on the many post offices around the lake, and is followed by his informative article, with his permission, for our readers. JW¹



Photo image courtesy Martin Kane, LHHM

Fig. 1: Aerial view of Lake Hopatcong, looking north, showing Landing at bottom right, Byram Cove at upper left, and Bertrand Island (no longer an island) at center.

Lake Hopatcong has long been a hidden jewel in the northern part of New Jersey. It stretches north from Route I-80, northwest of Dover, and northeast of Andover. It is almost 9 miles long, covering almost 2,700 acres, with a shoreline of approximately 40 miles.² The eastern border of the lake is in Morris County and its western border is in Sussex County.

Over the years it has been home to a variety of post offices, serving different purposes as the nature of the population and industry in the area changed. This began with the many forges of the Berkshire Valley and the Brookland Forge near the southern tip of the lake. They served the iron industries of Northern New Jersey, when mail was still carried by post rider or stage coach across the Sussex Turnpike. That was followed by George P. McCulloch and his dream of the Morris Canal that would cross the State from Phillipsburg to Newark, carrying coal, iron and other goods. Lake Hopatcong, at the canal's highest point, would provide ample water for that project, which began in the 1820s. Some of the earliest towns and post offices in the area had names which reflected that heritage, notably **Port Oram** (Wharton), Shippenport (**Ledgewood**), **Landing**, and **Port Morris** (on Lake Musconetcong).

Port Oram had a post office from 1867 to 1902, when it became Wharton. Port Morris, on the first canal lock west of Lake Hopatcong on Lake Musconetcong, had a post office from 1875 to 1966, when the post office was closed and its mail service was moved to **Landing**, at the southern tip of Lake Hopatcong. There are other of these Morris Canal inland ports across the state, for example Port Colden and Port Murray.

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The Morris Canal gave way to railroads as they grew across the State, because of their speedier delivery. Port Morris’s longer life can be explained by the fact that it adapted to the change, becoming a railroad center, employing hundreds of railroad workers for many years, finally losing its post office to Landing in 1966.



Illustration courtesy Don Chafetz

Fig. 2: Cancelled along the Morris Canal: Port Oram, opened in 1867, which became Wharton in May 1902.



Illustration courtesy Don Bowe

Fig. 3: Port Morris, just below Lake Hopatcong on Lake Musconetcong, opened March 1875, and finally closed in 1966, with its mail service going to Landing.

The mines near Ogdensburg and Sparta Mountain to the north affected the development of the area around Lake Hopatcong. The canal could now facilitate bringing product to market, and the Ogden Mine Railroad was built in 1866, to bring ore from those mines to Lake Hopatcong at Nolan’s Point. There – until the Jersey Central Railroad in 1882 created a connection to railroads to the south – it was loaded on barges and towed down Lake Hopatcong by steam tugs to the canal. The discovery of the Mesabi Range iron deposits in Minnesota, however, caused the collapse of the iron industry in New Jersey, and consequently, the loss of the Morris Canal’s largest moneymaker.

Between 1850 and 1887, the communities of **Woodport** at Hopatcong’s northern tip, and **Hurdtown** (slightly southeast) on that rail line passed the post office location back and forth over the years, until neither had a post office by 1905.



Illustration courtesy Don Chafetz

Fig. 4: A postal card from Woodport to Broadway, NYC, on a U.S. postal card issued in 1873.



Fig. 4a: A post card canceled Woodport in 1906 when files indicate it no longer had a post office.

Today none of this history is very visible, because the loss of mining industries and the Morris Canal’s loss of business to faster forms of transportation forced the discovery of a new livelihood for the area in tourism and recreation. With it began an era of lovely homes and summer

communities, continuing well across the 20th century, and a new appreciation of the lake itself for its beauty. It became one of New Jersey's most pleasant excursions and summer community locations, which included camping, boating, swimming, and amusement parks, and all the services necessary to support this new view of Lake Hopatcong. Hotels flourished, more post offices were needed, and life began anew for the lake.



Fig. 5: The early post offices around the lake, as shown below, grew to many more over the years ahead. The later map at right shows the many new additions, including three summer-only post offices needed to meet the growing volume of mail.³



Fig. 6: Older post offices already closed in tan, active in red & black, and summer post offices in green and black. Note the exception of Glasser, which began as a summer office, and became year-round.⁵



View courtesy Martin Lane , LHHM

Fig. 7, at left, a view of the Mount Arlington train station, home of the Rustic post office.

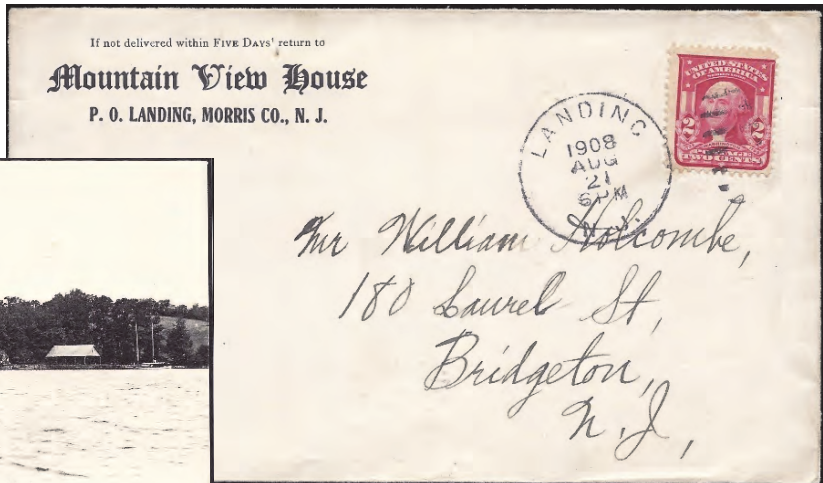
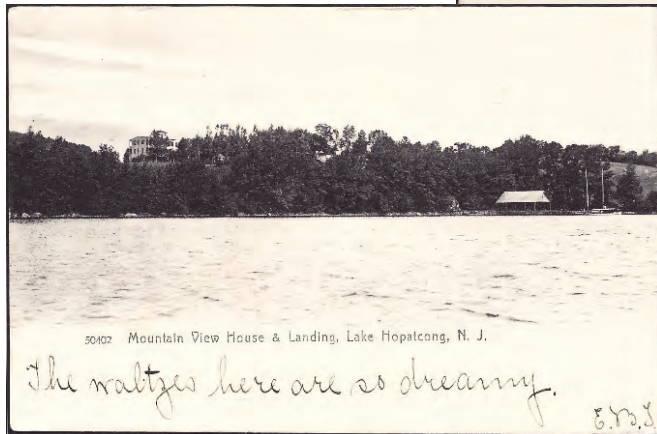


Fig. 8, above, a post card canceled at Rustic in 1908.⁴

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As this new era began, Lake Hopatcong’s major post offices –judging from the number of cancels seen – became **Landing** and **Lake Hopatcong**, both of which lay on train lines and served as gateways for incoming and outgoing traffic. Mail was carried on the D.L.& W. line from Landing, and on the Central Railroad of New Jersey from Lake Hopatcong. **Mount Arlington**, on the eastern shore between the two, was probably the next busiest post office.

Fig. 9: A Mountain View Hotel cover sent from Landing in 1908, and a post card view, typical of the mail that now flowed out of Lake Hopatcong during the summer months.⁵



Mountain View cover with Landing cancel & post card image courtesy Don Chafetz.



View courtesy Martin Kane, LHHM

Fig. 10: Landing Post Office post card, ca. 1908.



View courtesy Martin Kane, LHHM

Fig. 11. A slightly later view of the Landing post office.



View courtesy Jean Walton

Fig. 12. A cancel from Landing in 1906. The Landing Post office was opened in 1886, has had numerous locations, and is still operating today.

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The post office on Nolan’s Point first opened under the name Hopatcong – the same name now used for the post office on the western side of the lake, in Sussex County. Early mail carried that name from 1870 to 1901, with minor interruptions when its name was briefly Nolan’s Point and Lake Hopatcong, until 1901, when the name was permanently changed to Lake Hopatcong. For the greatest part of its life, it was near but not always at Nolan’s Point, where it was convenient to both boaters and train travelers. It still exists today, although it is no longer near the waterfront but on Route 15, a distance away.

A letter written in July 1889 used the Hopatcong name, not to be confused with the Sussex County Hopatcong post office, which did not open until 1918.

Fig. 13: Letter sent from Hopatcong (Morris County) in 1889 to a lawyer in Stanhope.

Illustration courtesy Don Chafetz



The Lake Hopatcong post office appears to have had numerous locations, as shown in the pictures below. It had once been the terminus of the Ogden Mine Railroad, followed by that of Jersey Central, which brought vacationers into the community in droves to stay in the area’s many hotels and to camp at local campgrounds. All of course wanted an outlet to tell friends and family about their stay. One well-known photographer, W.J. Harris, located his business at Nolan’s Point, and produced many realphoto post card views of the lake, including one of the post office, then right on the edge of the lake at Nolan’s Point.

Fig. 14: The Lake Hopatcong post office was located where it would serve the most people – right on the edge of the lake where boaters and visitors who came and went could easily access it, to send news out, or be able to pick up their mail there.



W.J. Harris realphoto view of the Lake Hopatcong PO.

Fig. 15: Another view, and apparently another building and location near the lake, of the Lake Hopatcong post office.

Both views courtesy Martin Kane and LHHM.





Fig. 16: Waiting for the mail at the Lake Hopatcong post office. For many years, the post office was located among the many attractions at Nolan's Point.

Fig. 17. A Lake Hopatcong post card postmarked August 1907, sent to German Valley (now Long Valley).



Fig.18. Another card postmarked 1918. Many visitors came to Lake Hopatcong from nearby New Jersey and New York.



Fig. 19: A later view of the Lake Hopatcong post office when it had relocated nearby along the tracks.



Fig. 20: A more modern view of the Lake Hopatcong post office.

Both images courtesy Martin Kane and LHHM

Mount Arlington first acquired a post office in 1891, and still has one today.



D'Avino Post Offices on Post Cards Gallery on NJPHS website⁶

Fig. 21: A post card view of the Mount Arlington post office. In addition to housing the post office, this was the Borough Hall, police station, and school.



Fig. 22: A Mount Arlington cancel from 1916, and another from 1945.

Post offices on the western side of the lake, in Sussex County, were fewer in number. The earliest known is Westlake, opened in 1893 and closed in 1897, in the area of the River Styx. No known covers have been found. It was not until 1918 that the Hopatcong post office was opened.



D'Avino Post Offices on Post Cards Gallery on NJPHS website
Fig. 23: The Hopatcong post office, shown at right above.

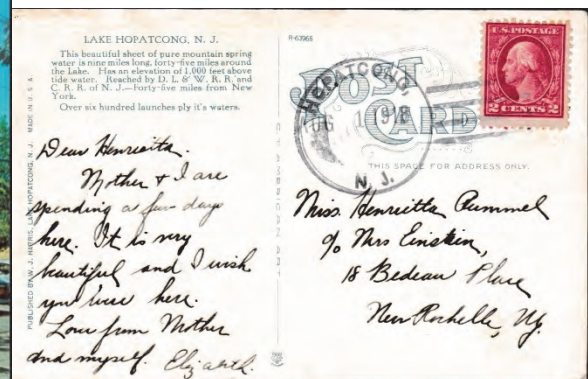


Image courtesy Jean Walton
Fig. 24: A post card from Hopatcong in 1918 - the first year of its existence,

This area grew more slowly, and was served more adequately by summer post offices, discussed below. While these are no longer operational, Hopatcong still is active today, aided by Glasser (see Martin Kane's article, below), further up the western shore, at Northwood.

Martin Kane's excellent article with many details on Lake Hopatcong's Summer post offices is below, reprinted from the *Museum News*, from the Lake Hopatcong Historical Museum. Some additional pictures have been added of post offices and canceled post cards.

MAIL CALL AT LAKE HOPATCONG: Hopatcong's Summer Post Offices
by Martin Kane⁷



Image from Martin Kane, LHHM

The Northwood Pavilion was home to the first Glasser Post Office, seen here circa 1940s. The Glasser post office first opened in 1933, and is still an operating post office today.

Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds.

So goes the old adage. In an era before texting, cell phones, email, and even land lines, the United States Postal Service provided the main means of communication. Home mail delivery did not occur for most areas of Lake Hopatcong until the 1960s. In fact, municipalities had to assign house numbers before the Post Office could commence this service. Instead, the standard procedure was for residents to visit the local post office to pick up their General Delivery mail, which would typically be addressed in a format something like, "John and Mary Smith, Lakeside Boulevard, Hopatcong, NJ" - no house number, no zip code.

Mail would be held at the post office for a certain period of time, and eventually returned to the sender if it was not picked up. The *Lake Hopatcong Breeze*⁸ periodically listed the recipients of unclaimed mail at the local post offices. Since mail was the main way of communicating with the outside world, it was important to have a post office nearby.

The lake's hotels handled incoming and outgoing mail for their guests, but for those staying at cottages, bungalows, or campsites, the ability to access a post office was important. Early on, offices were established near the Central Railroad of New Jersey station at **Nolan's Point** and the Lackawanna Railroad station at **Landing. Mount Arlington** and **Hopatcong**, which both had

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many hotels, stores, and vacationers, each also had their own post office. While these four post offices efficiently handled the lake's volume of mail most of the year, the amount of incoming and outgoing mail increased dramatically each summer as thousands of visitors descended on the lake's hotels, summer cottages, campsites, and amusement destinations. In addition, with some 40 miles of shoreline, it could be inconvenient for visitors to get to one of the four post offices around the lake. The solution at Lake Hopatcong, as well as summer communities throughout the country, was the advent of the summer post office. From the 1880s to the 1960s, some 1,700 seasonal post offices operated throughout the United States.

About one hundred such offices were established in the U.S. in winter vacation areas, but the majority operated only during the summer season. According to Arne Englund and the New Jersey Postal History Society,⁹ a total of 44 summer post offices were established in New Jersey, in such places as Lavallette, Manasquan, Asbury Park, Ocean Grove, Cranberry Lake, Green Pond, and Lake Hopatcong. Year-round post offices at the lake received and sent mail three or four times per day, while the summer post offices received mail once or twice daily. This concept worked well for sections of Lake Hopatcong, specifically in the Borough of Hopatcong, where customers along the west shore were generally quite a distance from the post office located on Lakeside Boulevard, and later in River Styx.

In a talk given to the Lake Hopatcong Historical Society in 1976, former Glasser Postmaster Bill Glasser, Jr. offered an excellent description of the need and usefulness of the summer post office at Lake Hopatcong. When a seasonal post office was opened at Northwood in 1933, this area of the lake was still very isolated and was not connected by road with the rest of Hopatcong until later that decade. As Glasser explained:

“When we opened our store [in 1921] there was no mail service of any kind. As a voluntary service to the residents of Northwood we traveled to Nolan's Point and picked up the mail at the Lake Hopatcong Post Office. We did this until 1932 and often had to row the 2½ miles. In 1932 we applied to the Post Office Department to open a summer post office at Northwood. We applied under Northwood, NJ. but were turned down by the Post Office Department. They would have no part of Northwood as there were and still are too many post offices named Northwood. The Government suggested Glasser. My father served as Postmaster until 1949. After some negotiations I was appointed and served until December 29, 1972.”



William Glasser, Sr., right, who served as Glasser, NJ's first Postmaster from 1921 until 1949, greets his son, William Glasser, Jr., who took over as Postmaster until 1972.

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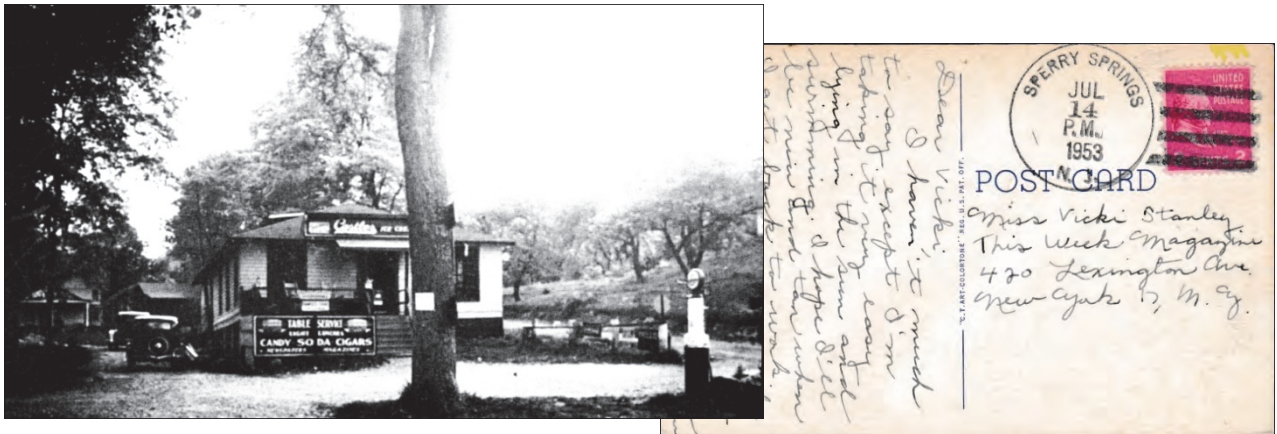
The summer-only **Glasser** Post Office operated in the building which was formerly the Northwood Pavilion (now Lola’s Waterfront Tex-Mex Restaurant). Bill Glasser, Jr. requested permission to keep the office open all year in 1954. After his request was approved, a new Glasser Post Office building was erected next door in 1958, where it still stands today.



Images courtesy Jean Walton
A 1941 post card sent from Glasser when it operated as a summer post office.

A 1988 US postal card sent May 4, 1988, when Glasser (07837) had become a year-round post office.

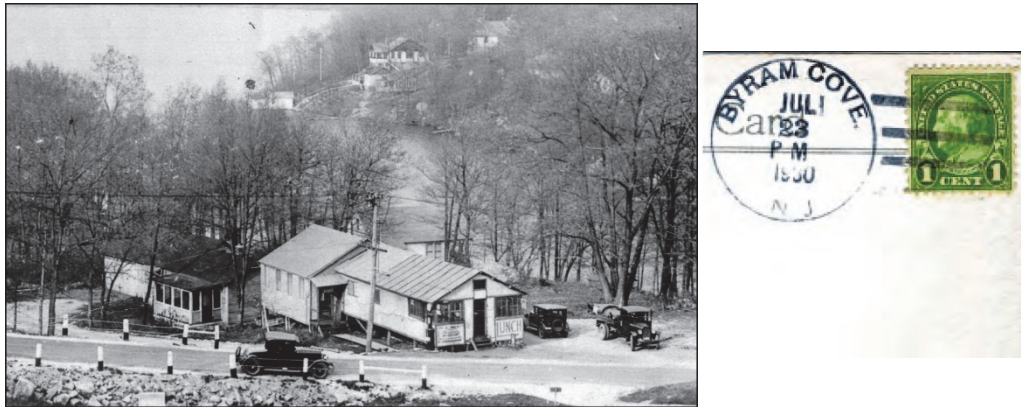
Though not as remote as Northwood, **Sperry Springs** and **Byram Cove** were also deemed worthy of summer post offices. The Sperry Springs Post Office was established in 1922. From 1923 to 1953 it operated at the eastern corner of Maxim Drive and Hudson Avenue. In 1953, the post office moved around the corner onto Maxim Drive (across from today’s Witten Park) into the home of the Postmaster, Lillian K. Boos. This branch usually opened each year on the first Monday of June and closed shortly after Labor Day. It became an institution in this part of the lake, operating for 56 years. In 1966, Mrs. Boos received notice from the Post Office Department that the Sperry Springs Post Office was being abolished as part of the department’s economy drive, and an era was over. Sperry Springs summer residents lost their friendly neighborhood post office and now had to travel to the Hopatcong location, which was then operating in the space next to Nan Pratt’s Store (today’s Hopatcong Diner). It also meant that Mrs. Boos was now retired, after running the Sperry Spring Post Office for 30 summers.



The Sperry Springs post office, located originally at Frantz’s General Store, and 1953 cancel on post card.¹⁰

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Following the requests of the expanding summer community in Byram Cove and Bear Pond, the Post Office Department awarded a summer post office to Byram Cove in 1928. It operated from Lambert's Store, which was located where Squaw Trail crosses Maxim Drive. In recent years that location has been occupied by Ronnie's Dance School and prior to that by many colorful businesses - such as Jerry's Tavern, Cove Bar, Four Dee's, Pappy's Roadhouse, and Cheers. While the buildings where the stores and post office operated at this location burned in 1933 and again in the 1950s, each time a new building was erected with the post office becoming a summer tenant inside the existing store. This tradition continued through the 1957 season, when postal authorities determined that a seasonal office was no longer needed.



Both images from Martin Kane, LHHM.

An early view of the Byram Cove post office is shown above, with a later 1930 Byram Cove cancel at right.

While summer post offices became a part of the past at Lake Hopatcong, they can still be found in places like Fire Island and Yosemite. The decades of a large-scale summer invasion of vacationers sending post cards home are a world removed from the ability to send a text anywhere and anytime. The seasonal post office was just one of those aspects that made summer life at Lake Hopatcong a little different.



Photo credits: Google Map Photos

Current Lake Hopatcong (07849) post office on Route 15.

The following table of Lake Hopatcong post offices attempts to show the various post offices at Lake Hopatcong and their dates of existence:

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LAKE HOPATCONG POST OFFICES

Morris	Location	Estab	closed	Mail to
Woodport	Northern tip of the lake, originally known as Wood's Port.	1854	1870	
		1872	1905	Wharton
Hurdtown	Between Woodport and Nolan's Point – a bit to the east along today's Route 15.	1851	1854	Woodport
		1870	1872	
*Hopatcong	Near Nolan's Point	1870	1886	Lake Hopatcong
		1887	1901	
*Lake Hopatcong	Near Nolan's Point	1886	1886	Nolan's Pt
Nolan's Point	Nolan's Point	1886	1887	Hopatcong
Lake Hopatcong	Orig. at Nolan's Point, now 700 NJ 15 S., Lake Hopatcong	1889	current	
Bertrand Island	Bertrand Island	1884	1885	
Landing	Southern tip of lake, 130 Lakeside Blvd, Landing	1886	current	
Mount Arlington	Lower eastern shore, 385 Howard Blvd.	1891	current	
Rustic	On the train line between Wharton and Mount Arlington	1877	1891	Mt Arlington
		1894	1907	Landing
		1907	1915	Mt Arlington
Sussex				Landing
Westlake	Western shore	1893	1897	
Hopatcong (07843)	Western shore, Durban Ave & Hopatchung Rd.	1918	current	
**Sperry Springs	Western shore, Borough of Hopatcong along today's Maxim Drive.	1922	1966	Summer only
**Byram Cove	Western shore, west Byram Bay, Borough of Hopatcong where Squaw Trail crosses Maxim Drive.	1928	1957	Summer only
**Glasser	Western shore, 3 Hopatcong St. St, Glasser Summer 1933-1958, year round, 1958-	1933	current	

* National Archives postmaster appointment files indicate the post office in Morris County originally called Hopatcong, changed briefly to Lake Hopatcong in 1886, and then to Nolan's Point (1886-87), then reverted back to Hopatcong until 1901. The Hopatcong post office in Sussex County was not established until 1918.

** Summer post offices, with Glasser converting to year-round in 1958.

Other nearby post offices: Wharton (formerly Port Oram, Ledgewood (formerly Drakesville), & Port Morris.

ENDNOTES:

¹ Our special thanks to Martin Kane, President of the Lake Hopatcong Historical Museum, for his help and contributions, including many images as well as his own article included here. For further information on Lake Hopatcong and its history, please visit the web site of the Lake Hopatcong Historical Museum, which contains a wealth of information and many historical articles of interest. See www.lakehopatconghistory.com.

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- ² Description of Lake Hopatcong from Lake Hopatcong Watershed Wetland and Riparian Areas Protection Project (2006) at <http://www.lakehopatcong.org/Pubs/Reports/Wetlands%20Grant%20Final%20Report-dec06.pdf>
- ³ W.J. Harris post card, ca. 1905, with map by E.C Bridgman Maps, NYC.
- ⁴ The town of Rustic, no longer found on most New Jersey maps, lay between Wharton and Landing on the D.L.&W. Railroad. It had an on-and-off again post office, first from 1877 to 1891, when its mail went to Mount Arlington, from January 1894 to 1906, when mail went to Landing, and again in January 1908 to December 1915, when its mail again went to Mount Arlington.
- ⁵ Map included in a Centennial Station Commemorative cover, Lake Hopatcong, Sept. 26, 1998, showing the White Line of steamers on Lake Hopatcong.
- ⁶ Post Offices on Post Cards, A History told in Post cards. see <https://www.njpostalhistory.org/post-offices-of-nj.html>
- ⁷ Article by Martin Kane, Holiday 2021 vol. 31, No. 4 of the Lake Hopatcong Historical Museum News.
- ⁸ The Lake Hopatcong Breeze: Lake Hopatcong Breeze continuing The Angler, established 1893. and published every Saturday at Lake Hopatcong, N. J. Office: Mount Arlington, N. J. This publication served as Lake Hopatcong's newspaper, faithfully reporting on summer life, from 1894 through 1941, and somewhat less regularly through 1982.
- ⁹ Arne Englund, New Jersey's Summer Post Offices, Vol. 33/No. 3 NJPH Whole No. 159 August 2005 at <https://www.njpostalhistory.org/media/archive/159-aug05njph.pdf>, and online at <https://www.njpostalhistory.org/media/pdf/NJSummerPOs.pdf>. Glasser originally served as a Summer post office, between 1933 and 1958, when it was then granted full year-round service, and is still operating today.
- ¹⁰ Post office illustration from *Hopatcong, A Century of Memories*, by Martin Kane, Images of America by Arcadia Publisher, 1998. Post card image with Sperry Springs cancel from Jean Walton.



Current Hopatcong Post Office (07843)



Current Mount Arlington Post Office (07856)



Current Landing Post Office (07850)

Photo credits: Google Map Photos

THE JULIAN AND GREGORIAN CALENDARS

By Ed & Jean Siskin

A friend recently asked us about George Washington’s birthday. He had been told that Washington had been born on February 11, 1731. He had always understood that Washington’s Birthday was February 22, 1732, and he asked which was correct. We told him that both were correct. How could this be?

Another question was raised concerning an important letter from New York Governor Francis Lovelace, shown in Alex L. ter Braake’s “The Posted Letter in Colonial and Revolutionary America 1628-1790” on pages B-19 to B-21. The letter shown is dated “27th of Decembr 1672” and is correctly docketed as received “Feb: 6, 1672. How could this be?

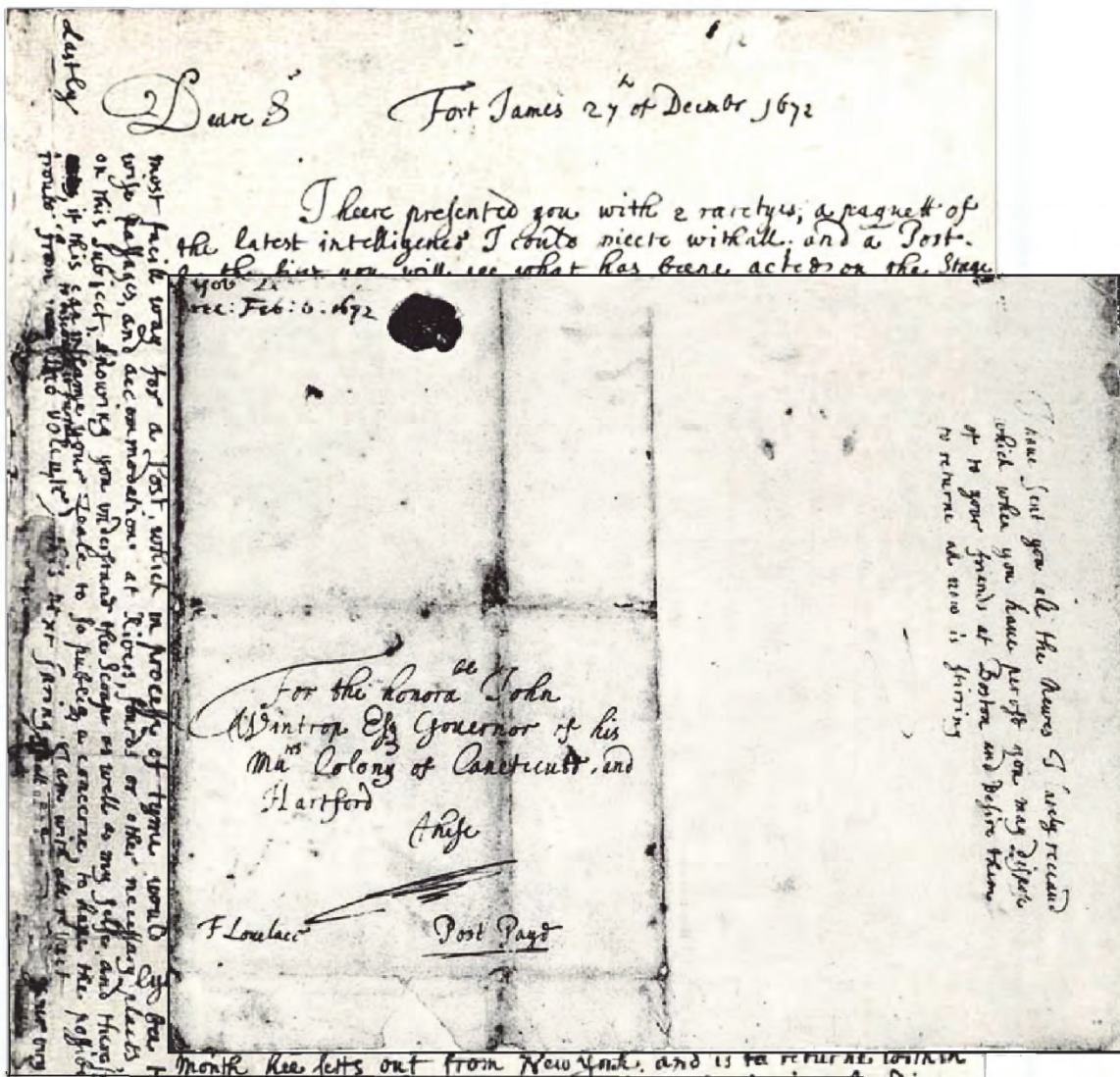


Fig. 1: Letter from Governor Lovelace to Governor Winthrop, sent 29 Dec. 1672, but docketed as arriving February 1672 at upper left of address panel. Shown in ter Braake, pages B-19 & B-20, the original source of this document is Stokes: The Iconography of Manhattan Island, Vol. IV, p. 287.¹

A little bit of history is required to understand the proper answer to both questions.

In 45 B.C. Julius Caesar implemented a new calendar which recognized, for the first time, that the earth took slightly more than 365 days to circle the sun. The best estimate at that time was that a year was actually 365.25 days long. To account for this the new calendar – called the Julian Calendar – added an extra day to the calendar every fourth year, the original leap year. This calendar was the norm of the western world for more than the next 1600 years.

In fact, the actual year length was slightly shorter than measured in the time of Julius Caesar. The current actual length is 365.24219 days. By 1582, the calendar had lost eleven days. Since the calendar was used to determine the best times to start planting various crops, this inaccuracy was of practical concern. It was also crucial for scheduling Easter which was of significant theological concern. Therefore, in 1582, Pope Gregory X111 established a new calendar which eliminated certain leap years to correct for the inaccuracy. Specifically, years evenly divisible by 100 but not by 400, would not be leap years. Thus, three leap years in every 400 years were eliminated. Most Roman Catholic countries adopted this new Gregorian calendar. Eastern Orthodox countries like Greece and Russia² and some Protestant countries, such as England, did not.

England and its Colonies continued to use the Julian calendar for the next 170 years. England's implementation had an interesting twist. Since 1155, England had considered that the year began on March 25th. Therefore, from March 25th through December 31st of a year and the following period from January 1st, through March 24th were considered the same year. Sometimes, however, the period from January 1st to March 24th would be indicated as (that year)/(next year). For example, you will frequently see a letter dated either January 1731 or January 1731/32. Both identify a year that now we consider 1732.

By the 1740s, England had become a major trading country and the confusion caused by various calendars was becoming problematic. Therefore, the decision was made to convert to the Gregorian calendar. Beginning in 1752, the calendar year started January 1st: Effective September 2, 1752, England and its colonies switched from the Julian calendar to the Gregorian calendar. To account for the eleven days difference between the two calendars, the day after September 2, 1752, was September 14, 1752. The eleven days, September 3-13, 1752, never existed.

We can now understand that when George Washington was born, the calendar in use, considered "Old Style" (O.S.) showed February 11, 1731. When the calendar was changed, this date was corrected to February 22, 1732, New Style "N.S."

We can also understand that Governor Lovelace's letter was not received before it was sent.

ENDNOTES:

¹ Stokes, I. N. Phelps *The iconography of Manhattan Island, 1498-1909* New York : Robert H. Dodd, 1915-1928. Electronic reproduction. v. 1-4. New York, N.Y. Columbia University Libraries, 2008. Master copy stored locally on [74] DVDs#: ldpd_5800727_001 01-13 ; ldpd_5800727_002 01-19 ; ldpd_5800727_003 01-16 ; ldpd_5800727_004 01-16.. *Columbia University Libraries Electronic Books*. 2006, Vol. IV, page 287. Plates 15 & 15a. See: http://www.columbia.edu/cu/lweb/digital/collections/cul/texts/ldpd_5800727_004/pages/ldpd_5800727_004_0000_0349.html?toggle=image&menu=maximize&top=&left=

² Most Eastern Orthodox Countries finally converted to the Gregorian Calendar in the 20th Century.

MEMBER NEWS

2022 DUES REMINDER!

If you have not yet paid your 2022 dues, a renewal form will be included with your print journal, or will be attached to the email with the link to the digital edition, for those receiving *NJPH* by email.

Please also note that **payments by mail** should now be **sent directly to your Treasurer, Andy Kupersmit** at 143 Woodbridge Ave., Metuchen, NJ 08840. If you have any changes of address or email to report, please email them to Jean Walton at NJPostalHistory@aol.com or send a post card to Jean Walton at 125 Turtleback Road, Califon, NJ 07830.

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OBITUARY: HAROLD GINGERY, Sept. 14 1935 ~ July 21, 2021

Harold Gingery, of Montville, 20-year member of NJPHS, passed away at home on July 12, 2021. Born in Akron, Ohio, Harold served in the National Guard, and attended Lehigh University, earning a bachelor's degree in accounting. He worked as an accountant for many years until his retirement in July 2005. A member of the First Presbyterian Church in Cranford for over 50 years, Harold served as a deacon there. An avid railroad enthusiast, he also enjoyed stamp collecting. Harold also served as the International Director of Parents Without Partners.

We are sorry to lose him, and send belated condolences to his family. We did not receive notice of his death until after the last issue of NJPH, and apologize for this late notice to members.

ONE COVER - TWO MYSTERIES & A Little Whippany PO History

By Donald A. Chafetz

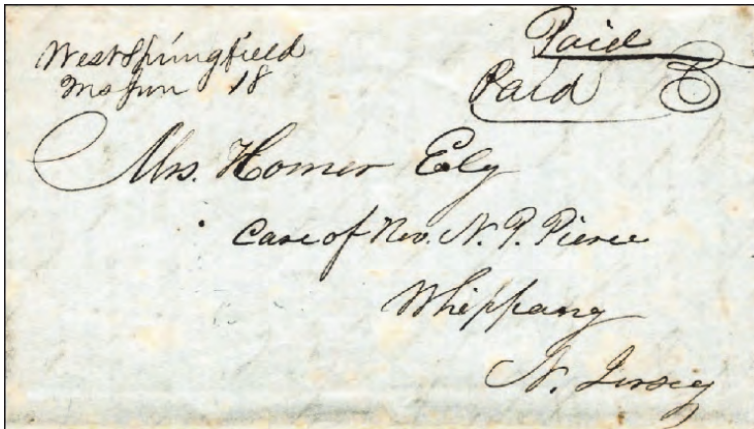


Fig. 1: Stampless cover sent to Mrs. Homer Ely, Care of N.P Pierce in Whippany, NJ from West Springfield, Mass. in 1847.



Fig. 2: An 1853 map showing Hanover Township, Morris County with the relative locations of Whippany and Hanover, as also seen on modern Mapquest map (Fig. 2a).¹

Part 1: One cover, Two mysteries

Figure 1 Stampless cover - postage paid 6¢, dated June 1847

Sent from: Esther Ely, West Springfield, Mass.

Sent to: Mrs. Homer (Anna) Ely

Care of Rev. N. P. Pierce, Whippany, NJ

The Letter

The letter was written by 12-year-old Esther to her mother, visiting her oldest daughter Frances in Whippany, who had recently given birth to a son. Esther was at home in West Springfield with her father (Homer) and other members of her large family. The letter is mostly “gossip” about the neighborhood, but lends a nice picture of a family in this period.

The Two Communities

West Springfield is a city in Hampden County, Massachusetts, United States. Today it is part of the Springfield, Massachusetts Metropolitan Statistical Area.²

Whippany is an unincorporated community located within Hanover Township in Morris County, New Jersey.

Mystery One - How was the Letter Delivered

Whippany did not have a post office until April 4, 1863.³ The Hanover post office was established on January 6, 1806, but changed to the Whippany post office at some unknown date. The distance between the Hanover Post Office and the future Whippany Post Office was 2.3 miles. The letter would have been delivered to the Hanover post office where it would have awaited pick-up by some member of the Pierce family, as no street delivery existed in 1847.⁴

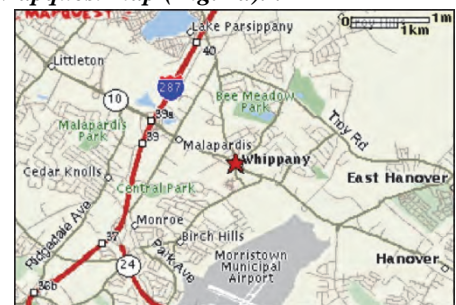


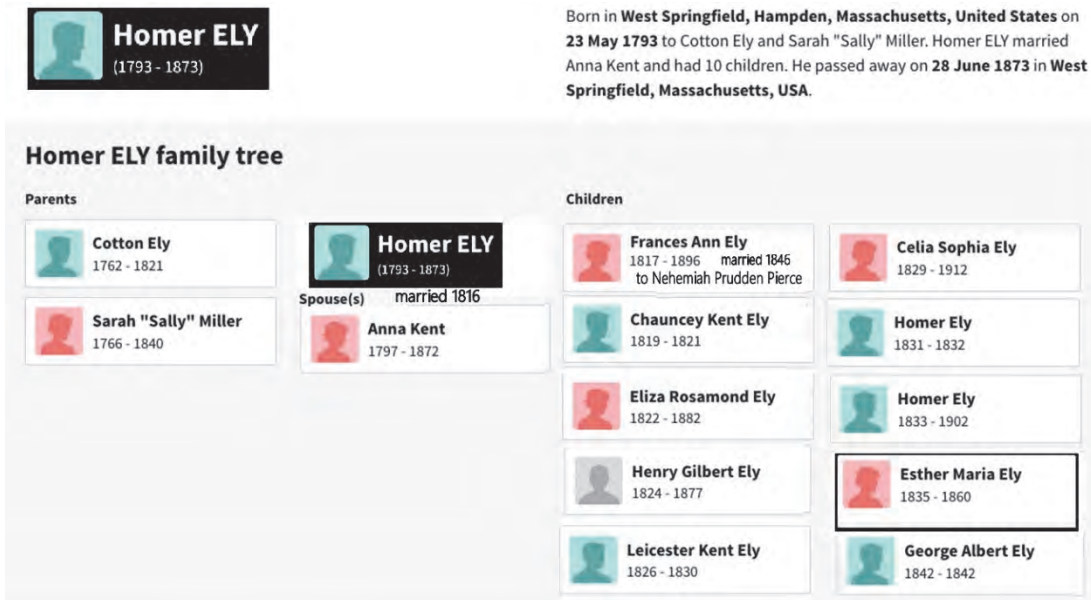
Fig. 2a

Mystery Two - Who were Mr. Homer Ely, Mrs. Anna Ely, Reverend N.P. Pierce and the letter writer Esther Ely?

To further my research, I asked the Morristown Public Library for help in identifying the mystery people. Chris Larlee, the research librarian I consulted, pointed me to the book *The Ely Ancestry*⁵ which I searched, but was unsuccessful in finding any references to the people I was looking for.

Much of interest concerning the Ely family prior to the arrival in America of Richard Ely may be found in that book, published in New York in the year 1902. The origin of the name, the traditions, as well as facts relating to those who bore it, the coat-of-arms, etc., are treated at considerable length therein. Richard Ely left his home in Plymouth, Devonshire County, England, and came to America in 1660. He resided first in Boston and later settled in Lyme, Connecticut, which at that time was a part of Saybrook.⁶ Ancestry.com proved more specific to the people in my story.⁷

Homer Ely (1793 - 1873) was born in West Springfield, Hampden County, Massachusetts. He married Anna Kent (1797 - 1872) on December 19, 1816. They had 10 children (*Figure 3*). Frances Ann, their first daughter, married Nehemiah Pruden Pierce of Enfield Connecticut in 1846, and bore her first son in 1847, shortly before this letter. Esther, the letter writer, was their ninth child (1835 - 1860), aged 12 at the time of this letter.



Ancestry.com

Fig. 3: Genealogy of the Ely family, showing relationships of family members to the letter writer.

Chris Larlee provided the following information on The Reverend N.P. Pierce. He was a religious leader of the First Presbyterian Church of Whippany. He was installed in 1844 and departed in 1850. In 1853. Both he and his wife became members of the R.D. (Dutch Reform) Church, and he became a pastor of the 12th St. Reformed Church in Brooklyn for many years.⁸ He died in 1880 according to an article in the *Jerseyman* of 1880.

Mysteries Solved!

Part 2: Some Other Whippany Covers from my Collection

The following covers/post cards are postal items sent from the Whippany Post Office.



Fig. 4: Mailed October 1861 to J.F. Johnson, Esq., Newark, NJ.

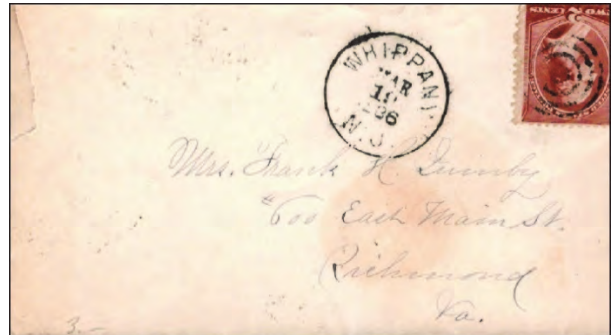


Fig. 5: March 19, 1886 to Richmond, VA.



Fig. 6: November 3, 1882 cover sent from Whippany to Aledo, IL.



Fig. 6a: Fancy cancel appears to be a star.



Fig. 6b: Backstamps: Newark November 3, 1882, 3 pm; New York Transit, NY 5:30 pm; Aledo, Ill, November 6, 1882.

Two Rural Free Delivery routes were operated out of the Whippany post office. An example of one is shown below. The cover bears an RFD cancel of August 6, 1902, which was picked up on an RFD route, transferred to the Whippany post office, and arrived in New York City the same day.

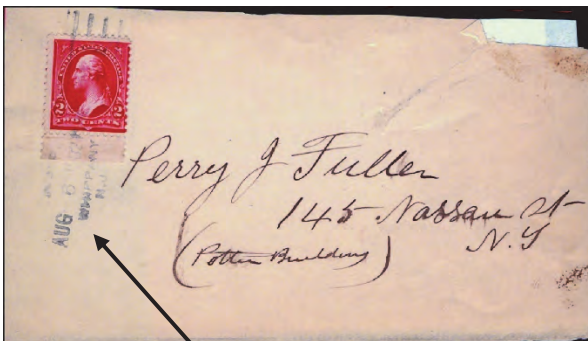


Fig. 7: Whippany RFD cancel on a cover to New York City (Potter Building), and backstamped New York City, August 6, 1902.



Fig. 7a.

Fig. 7b

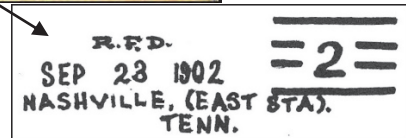


Fig. 7a: Whippany RFD cancel photoshop-enhanced and rotated, and Fig. 7b: An example of another RFD cancel for comparison.

Part 3: Whippany Postmasters

To the list of Whippany postmasters available on National Archives microfilm, I have added those found on USPS/postmasterfinder.*

Whippany Post Office - Changed from Hanover PO, April 4, 1863	
Miss Augusta A. Tuttle	April 4, 1863
Miss Mary L. Tuttle	May 17, 1864
William H. Kitchel	January 12, 1866
Charles M. Kitchel	June 28, 18(??)
William R. Wilson	September 18, 1885
James H. Polhemus	April 27, 1889
William R. Wilson	September 3, 1893
Joseph H. Shipman	January 15, 1898
William M. Shipman	April 13, 1910
John P. Walsh	March 28, 1914
William A. Polhemus	February 19, 1923
Velma M. Kitchell	July 31, 1923
Miss Ella M. Fables	Jan 31, 1934
Gerard G. Bisson	Sept 6, 1957
List continued from USPS Postmasterfinder*	
Joseph J. Bramante, Postmaster	April 5, 1980
Robert H. Shipley	September 14, 1985
Margaret (Richards) Clyburn	December 29, 1990
Robert S. Gingell	April 3, 1993
Thomas K. Peterson	May 25, 1996
Mary Orlando	May 24, 2008
Service suspended on August 28, 2011.	
Discontinued on August 12, 2017; mail to Morristown (Postal Bulletin 22474)*	

*[Postmasterfinder](#) at USPS. I have only included those listed as postmasters., not temporary appointments as OIC.

ENDNOTES:

¹ Map from David Rumsey maps (<https://www.davidrumsey.com/luna/servlet/view/all?JSESSIONID=9f40fc3a-ce1e-4ceb-820a-d3b1d8ebbde1> : search for 1853 Map of Morris County, New Jersey. Created from original surveys in 1853 by J. Lightfoot and S. Geil, Morristown.

² Google search for West Springfield, Mass.

³ Kay, John L, & Smith, Chester M. Jr., New Jersey Postal History, Quarterman Publications, Inc. Lawrence, Mass. 1977.

⁴ Street deliver was uncommon until the 1860s. See City Delivery at <https://about.usps.com/who-we-are/postal-history/city-delivery.pdf>.

⁵ Beach, Moses S., Ely, Rev. William, *The Ely Ancestry*, The Calumet Press 139 Fifth Avenue, New York, 1902., <https://archive.org/details/elyancestrylinea00beac>

⁶ Recollections of Adriel Ely and Evelina Foster His Wife, 1912, privately printed: <https://archive.org/details/recollectionsofa00know>

⁷ Information sourced on Ancestry.com: See public family tree at https://www.ancestry.com/family-tree/person/tree/173576909/person/172255662170/facts?_phsrc=egr3761&_phstart=successSource. In 1877, the Pierces lived in NY, where he was pastor of the 12th Street Reformed Church. By 1880 he lived in Warren, Mass – where he died at age 62 on Apr 11, 1880, and was buried in West Springfield, Mass. Frances died in 1896, at age 86, in New York City.

⁸ *Ibid.*

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WANTED: CULVERS and CULVERS LAKE POSTMARKS. Culver Lake ephemera. Bayonne ephemera relating to Ahlfeld, Rabe and Lages families. Contact John R. Ahlfeld, 2634 Royal Road, Lancaster, PA 17603-7010, 717-397-7313 or AHLFELDS@aol.com.

ALWAYS DESIRED: FISH HOUSE COVERS, BURLINGTON COUNTY ADVERTISING covers and corner cards; Burlington County DPOs. Email Paul W. Schopp at pwschopp@comcast.net.

WANTED FOR EXHIBIT: Stamps and info on **DIRKSON COLOR OMITTED ERROR #1874a.** Contact Paul Schumacher, 1724 Lark Ln., Cherry Hill, NJ 08003-3215, pschumacl@verizon.net.

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Any **POSTAL MATERIAL RELATING TO STEVENS INSTITUTE OF TECHNOLOGY** in Hoboken? Post(al) cards, return address covers, et al. As a professor there, these could make for an interesting exhibit by me. All inquiries answered. Contact Prof. Mark Sommer, 1266 Teaneck Road #10A, Teaneck, NJ 07666

HADLEY AIRPORT or HADLEY FIELD air mail covers 1920 to 1930 wanted with cachet or any wording referencing **HADLEY** or New Brunswick, N.J. including backstamp. Contact William E. Grigg, PO Box 749, Spring Grove, IL 60081-0749, 815/678-9981, or email griggwel@gmail.com.

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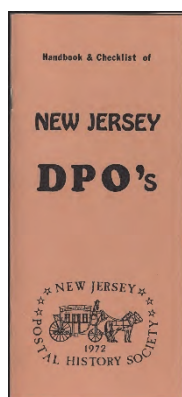
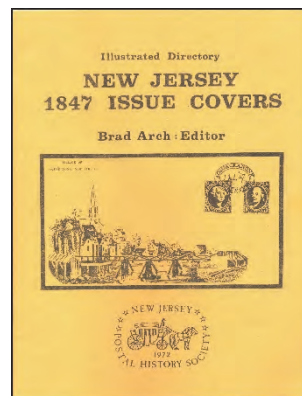
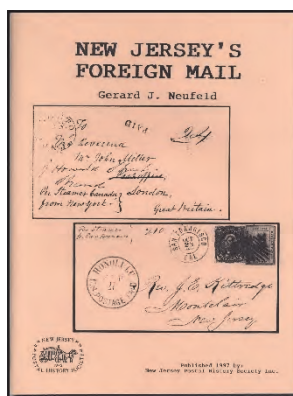
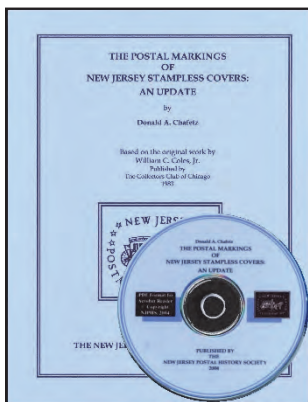
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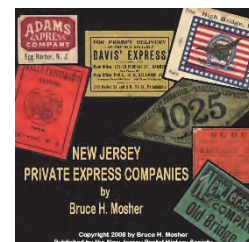


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